

WALLANGARRA
RAILWAY STATION
WALLANGARRA

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WALLANGARRA RAILWAY STATION

A conservation plan for the Border Highlands Rail Company Pty Ltd



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1 INTRODUCTION

The Wallangarra Railway Station is one of the reminders of the division created in the eastern part of Australia when the colonies of Queensland and New South Wales were formed in 1859. The railway station symbolises the differences between the two states which continue today with the use of two different rail gauges. The station functioned as a passenger station and for goods and livestock traffic from its opening in 1887 until its final closure in 1997.

The site remains a dominant element in Wallangarra, and an important vestige of the early history of the town and the surrounding border region of Queensland and New South Wales of more than 100 years ago.

1.1 BACKGROUND

This study was commissioned by the Border Highlands Railway Company as part of a comprehensive strategy in adapting the site for a new tourism and commercial focus. The company presently holds leases and licences from Queensland Rail over the station and adjacent land in Wallangarra and a community purposes tenancy from State Rail over land in Jennings. Broad plans have been prepared to redevelop that part of the site within the leases and licences.¹

HERITAGE LISTINGS

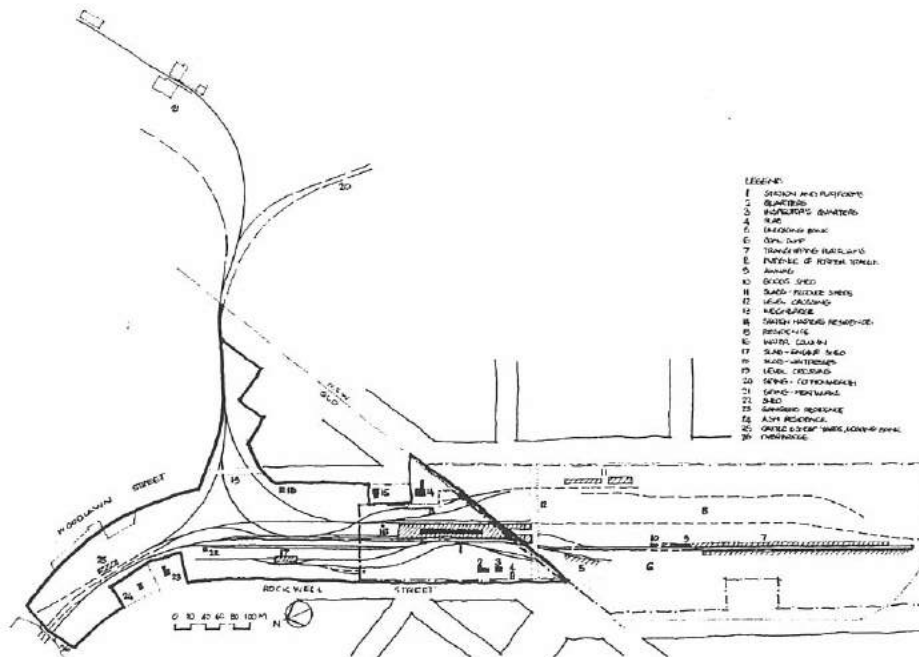
The Queensland portion of the site has been provisionally entered on the Queensland Heritage Register, a register of buildings and places of cultural significance to the state of Queensland that is maintained by the Environmental Protection Agency. The Queensland portion of the site has also been listed by the National Trust of Queensland. The entire site was included in a state wide heritage survey prepared by Queensland Rail in 1997.²

METHODOLOGY

The preparation of this report has followed broadly the approach advocated by the *Burra Charter* of Australia ICOMOS, the accepted standard for conservation work in this country. Historical material has been examined to understand the development of the site over time and augmented by a physical examination of the site. From these investigations a statement of significance has been prepared and broad conservation policies developed to guide the protection of significant elements.

1.2 THE SITE

Wallangarra is a town on the Queensland side of the border with New South Wales and approximately 38 kilometres south of Stanthorpe and 18 kilometres north of Tenterfield.



1
A diagram showing the present heritage listing in black and the leases and licences in a dotted line.

It straddles the state border with the railway station building occupying land in Queensland and the end of the platform occupying land in New South Wales.

1.3 EXECUTIVE SUMMARY

The study finds that the Wallangarra railway station and yards are an important part of the history of Queensland and represent the time when the infrastructure of the new colony was being established and conflicts between the two states arose and resulted in different gauges for the railway being adopted and the need for a border town to be the place where all goods and passengers were transferred between the New South Wales and Queensland rolling stock.

Much of the significance of the site is to do with the people who travelled through the station on their way to other places. An exceptional amount of documentary material has been found which records the passing of the circus, soldiers and royalty through the station.

The site today is a remnant of the boom period which lasted until the end of World War Two when the railway passed through the town. It now contains only the station building and two accommodation huts for workers, although

much of the early track survives and platforms for loading goods survive on the Jennings side of the site.

The study finds that the significance of the station building is such that it can accommodate new uses. Those new uses should respect the existing form and detail of the building and should respect the fact that it is intrinsically a building set within a railway yard.

The remainder of the site is not of such significance that it cannot be developed with new structures providing that they support the conservation of the broader site and the station building. Those new structures will need to be carefully designed so as not to dominate the existing station building and so as to retain the important connection between the site and the town of Wallangarra.

2 UNDERSTANDING THE RAILWAY STATION

From early in Queensland's colonial development the railway was crucial in enabling the economy and the colony to grow and prosper. This was particularly true in the Darling Downs region, to the west and south of Brisbane, as it was one of the earliest regions in Queensland to be developed by Europeans for commercial purposes.

2.1 THE RAIL NETWORK IN SOUTHERN QUEENSLAND

The first railway lines in Queensland were laid in 1864. However they were not laid in Brisbane, the capital of the colony, but in Ipswich, a town to the west. In the 1840s and 1850s Ipswich had been vying with Brisbane as the potential capital of a future colony. A large river trade had been established inland with commodities from the Darling Downs regions with Ipswich as its port. Ipswich was seen as the logical place for the starting point for the railway in Queensland, to capture this growing pastoral trade from the Darling Downs. As the inland town was a viable river port in those days goods railed to Ipswich could be sent to Brisbane by steamer.

This first line extended from Ipswich to what was then called Bigge's Camp, and now known as Grandchester, a total length of 21½ miles. A substantial railway station building was erected at Ipswich along with a smaller timber station at Bigge's Camp. The line was immediately extended on to Gatton in 1866 and then to Helidon, providing a total of 50 miles of railway line in Queensland.³

THE CHOICE OF GAUGE

The particular gauge chosen for Queensland's rail lines was crucial. Queensland had only separated from New South Wales in 1859 and the colony was not financially strong and a large borrowing program of British capital was organised to finance much of the railway construction of the colony. The population at that time was already spread throughout the colony and there were large distances to cover to connect towns to one another.

The railways was arguably the most important of the colonial government activities in the late nineteenth century and consumed about 70% of total government expenditure between 1860 and 1900.⁴ The decision to build a comparatively narrow 3 foot 6 inch gauge line in Queensland was taken by the railways engineer Abraham Fitzgibbon, who was brought from England to advise the colony, essentially to save on construction costs.

This was a fateful decision in many ways. This was smaller than the 4 foot 8 inch of New South Wales and the 5 foot 3 inch rails of Victoria. For years the eastern colonies would not have compatible rail gauges. A narrow gauge meant that the same results could be achieved in Queensland at a lower capital cost, although it also meant a slower service. It did however make the

construction of a railway station at the border between Queensland and New South Wales a necessity.

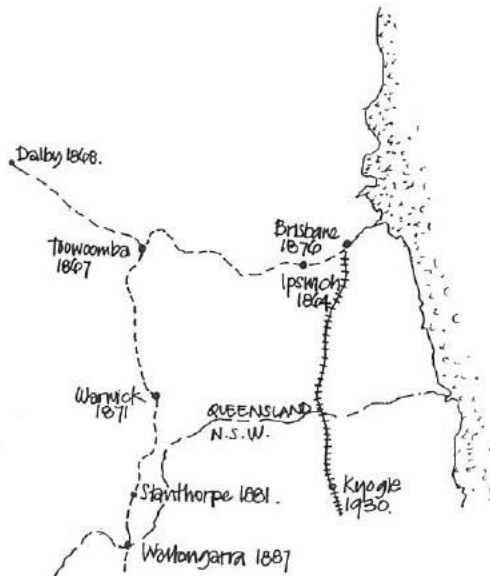
The Southern and Western line continued to be extended further west and south rather than to the capital of the colony Brisbane. A circuitous route was forged up the range and reached the growing town of Toowoomba by 1867. The plan to erect a large station building here was put aside with the economic difficulties of the mid 1860s, and a more simple cast iron building was constructed, along with a carriage shed, goods shed and store. Within a number of years traffic outgrew the station and a large two storey masonry building was erected in its place in 1874.⁵



2

The Toowoomba Railway Station constructed in the 1860s and extended in 1901 and 1915. [State Archives]

It was sensible that the government connect Queensland's capital to this burgeoning rail network. In 1875 Brisbane was linked with Ipswich, but by this time the railway had been extended west and south to Warwick, and had been planned through to Stanthorpe, where tin had been discovered some years earlier. However without a rail connection to the colony's capital, much of the trade from Stanthorpe and the border regions was being transported across the border into New South Wales for further transport south to Sydney, even though it attracted colonial duty. Queensland was losing out on some of its own colony's trade due to this lack of adequate infrastructure. A line to the border was of vital importance to Queensland, less so for New South Wales.

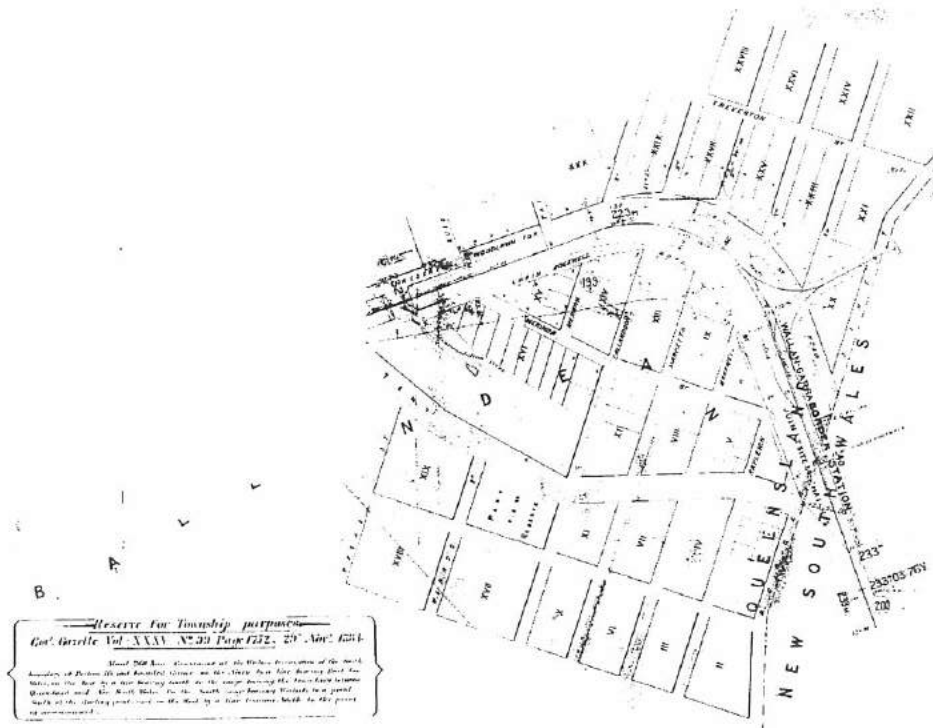


However the two colonial governments finally agreed to link their two rail routes at this location although it was still to be determined where the two lines would meet.

2.2 THE BORDER TOWN

The township of Wallangarra, at the border of Queensland and New South Wales, was surveyed in 1884, some eight years after a railway link from Stanthorpe to the border had been first surveyed. Construction of this link was however deferred for some time; the costs of building a line through the Granite Belt were somewhat prohibitive. The line to Stanthorpe was finally completed in 1881, and in 1884, the Queensland Parliament approved the construction of a rail line to the border through the small township of Ballandean.

Precisely where the different gauges of the two colonies would meet proved to be a problem. The New South Wales government proposed that the line be continued into New South Wales to the existing township of Tenterfield, some 20 kilometres south of the border, although Tenterfield was not then connected to the NSW railway system itself. Brisbane businesses agreed to this proposal, but the Queensland government did not, as it would not have its constituents paying for railway infrastructure in another colony. The government decided that the Queensland line would be built to the border only, and the New South Wales government would then be persuaded to construct its own line from Tenterfield north to the border, albeit reluctantly.⁶ A new town would then be developed at the border, its existence primarily due to the railway line and the change of gauges between Queensland and New South Wales, along with a measure of colonial obstinacy.

UNDERSTANDING THE
RAILWAY STATION

4
The Reserve for Township
purposes dated 1884. [Qld
Rail Historical Centre]

The township surveyed in 1884 was done in response to the route of the railway line as surveyed. The line made a broad sweep as it came from the north and curved around the cross the colonial border. Allotments of land were surveyed along either side of the railway line for sale. The railway line effectively divided the area in two, and as it developed it emerged as two separate (but linked) localities, Wallangarra on the Queensland side and Jennings on the New South Wales side.

BORDER TRADE

In the colonial period, trade between the colonies was taxed, or attracted duties, imposed by the colonial governments. During the 1860s overland trade across the colonial borders between Queensland and New South Wales was so small that it did not cause any concern from colonial officials. However by 1870, and with the development and growth of towns in the south west (and in northern New South Wales) larger quantities of goods were coming across the border into Queensland. In 1871 the Queensland government passed an Act of Parliament regarding the imposition of border customs duties. A border customs section was created and customs inspectors patrolled the border, particularly at the established crossing places.⁷

A series of customs outposts were created along the southern border of the colony. One of these was at Wallangarra, between Tenterfield in the New South Wales and Stanthorpe in Queensland in Tenterfield Street (New England Highway). This customs outpost was later expanded and a purpose-built customs house was constructed at the border in 1888.

2.3 BUILDING THE WALLANGARRA RAILWAY STATION

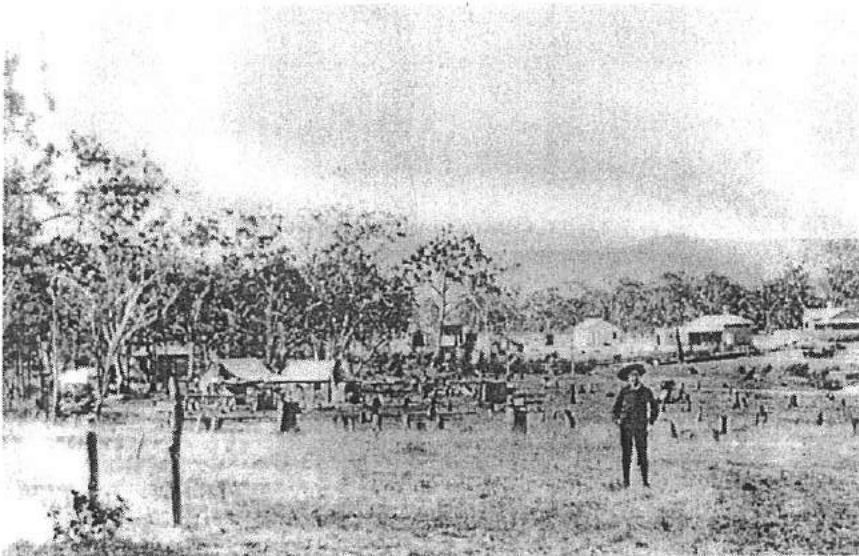
The station building at Wallangarra as it exists today is the result of several distinct periods of construction, from its original construction in 1887 and through a series of extensions and modifications.

THE WALLANGARRA LINE

A contract for the construction of the line to Wallangarra was let in March 1885; the tender of George Bashford's being chosen. Although the distance the line would cover was only 40 kilometres, almost two years was allowed for the construction. It was thought the route as surveyed would be difficult to construct.

The line to the border opened in February 1887, however progress on the New South Wales side was somewhat slower. The NSW government only constructed a rail line to Tenterfield in 1886, which was then extended north to Wallangarra in 1888.

With the opening of the line from Stanthorpe to Wallangarra in 1887, a series of existing buildings were relocated from the former town to the latter, including an engine and carriage shed. A timber building had been constructed in 1886 in preparation of the arrival of the line, to serve as a temporary railway station at Wallangarra. However plans were being prepared for a more permanent structure at this location.



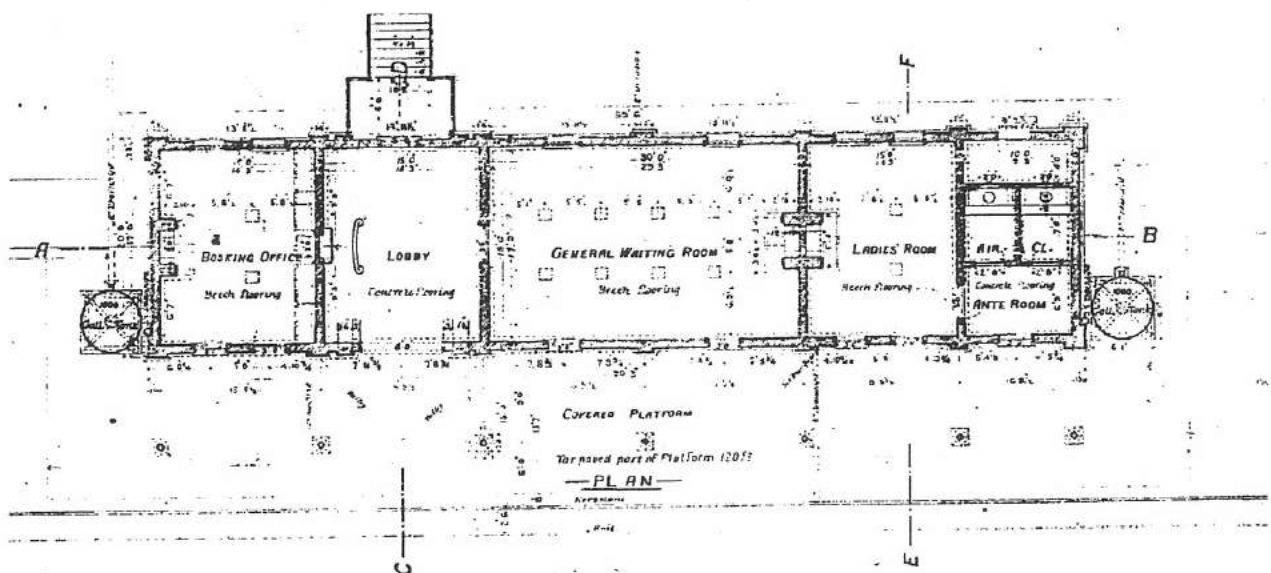
5
Wallangarra in 1886 with the first permanent station building immediately to the rear of the person and prior to the New South Wales line being constructed. [JOL]

THE PERMANENT STATION BUILDING

While originally Queensland had wanted a rather grand edifice for the railway station at this location, it could not convince New South Wales that this was necessary. A compromise of sorts was reached and a much more modest

building was planned, wholly within Queensland and financed by the Queensland government, at a total cost of £6,000.

Drawings for this building were prepared in the office of the Chief Engineer for Railways, Henry C Stanley. The architect for the station building is not recorded on these drawings but they were signed by Stanley, indicating he may have been involved with its design. The contractor for the line, George Bashford, was also contracted to build the station.



The building constructed in 1887, was composed of brick with a hipped roof sheeted in corrugated iron. It contained a booking office, general waiting room, lobby and ladies room. A separate building, timber framed and corrugated iron clad was located further down the platform and served as a men's toilet and lamp room.

At this stage the station only served Queensland commuters, as the NSW line was not completed. With the curve of the line the station building was aligned almost north-south and addressed the Queensland side of the site. A curved steel framed shade was constructed to cover the asphalted platform to the Queensland side.

The station master's house was constructed at this time as well, as part of the same contract. An important and common part of the infrastructure of a country railway station like Wallangarra, the station master's house here was also constructed of brick. It was constructed by the Queensland government to a Queensland government design, although it was indeed located across the border in New South Wales. The dwelling was reputedly similar to the station master's house at Maryborough constructed in 1878, although that building was constructed of timber. The contract for this construction of this building was

6
The floor plan of the building dated 1887 and showing the single platform on the Queensland side. [QRHC, L2399]

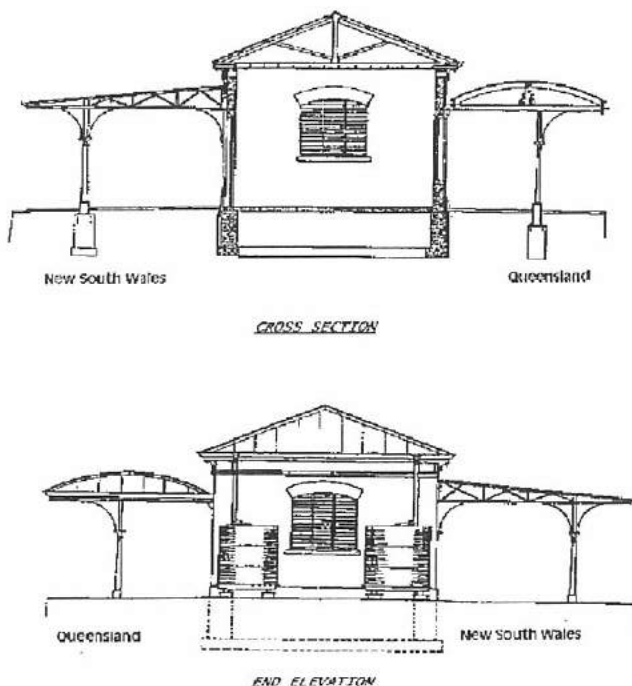


7
The station master's house located immediately to the south west of the New South Wales platform. [BHRC]

also awarded to George Bashford, the builder of the line and the station building itself. A large goods yard area was set aside at the southern end of the station building, and indeed was located within New South Wales.

2.4 MODIFICATIONS TO SUIT CHANGING NEEDS

Not long after the station was completed and the line from Stanthorpe opened the building was modified to suit the particular requirements of a changeover station. In 1888, the rail line from Tenterfield to Wallangarra was completed and the two lines were finally linked. The NSW line continued to the eastern side of the station building so that the building operated as an "island" platform with rail lines on each side, Queensland on the western side and NSW on the eastern.

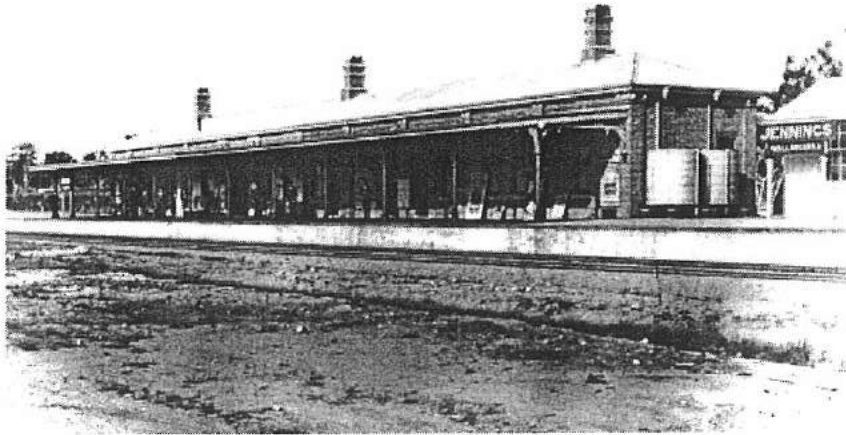


8

The elevations of the station building showing the new platform shade to the New South Wales side of the building. [QRHC]

THE FIRST EXTENSION

In 1889 a large extension was undertaken to the original station building. This extension, to the north of the original building, was also carried out in brick and provided a waiting room for gentlemen, a bar, dining room and kitchen. As the station building was now dual sided with the NSW line on the eastern side another shade was constructed along that side of the building to cover the asphalted platform. This was of a different profile to that on the Queensland side, and was reputedly modelled after NSW types and demonstrating the NSW influence in the design, although this has not been confirmed. It is not known whether the platform was designed by staff of Queensland Railways or New South Wales but it is presumed that it was Queensland staff.



9

*The building from the New
South Wales side ca 1890.*
[QRHC]

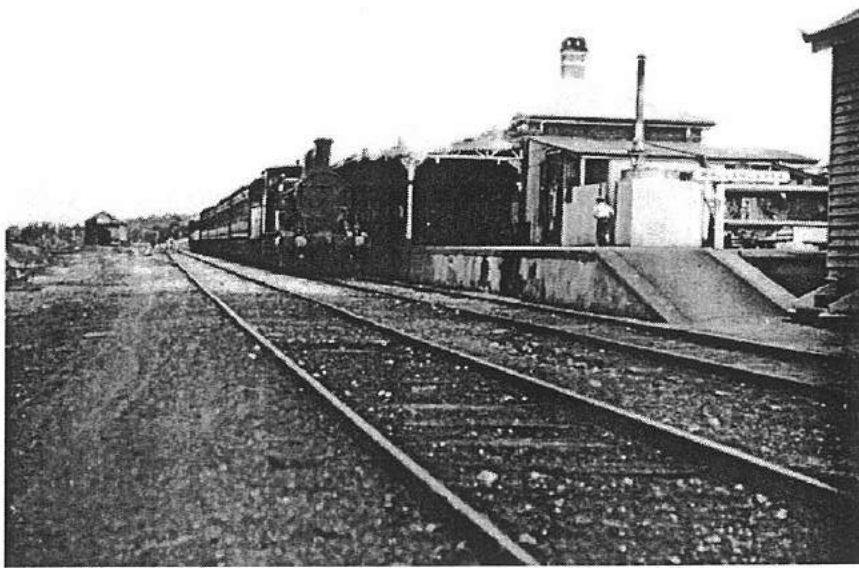
With this connection between the two colonies rail travellers could now travel between Brisbane and Sydney in the one journey, by changing trains at Wallangarra. The train from Brisbane would pull in to the station at Wallangarra where passengers alighted. A short walk across the platforms led to the NSW train waiting on the other side of the station for the continuation of the journey south.

The nameboards on the two platforms demonstrated the schizophrenia of the changeover station. On the Queensland side, the nameboard announced the destination as "Wallangarra", however on the New South Wales platform the nameboard indicated "Jennings", with the name Wallangarra on a separate nameboard and in much smaller lettering below. The station building itself was wholly within Queensland, and yet much of the railway yards were within New South Wales. The border crossed the overall site at the southern end of the platforms.

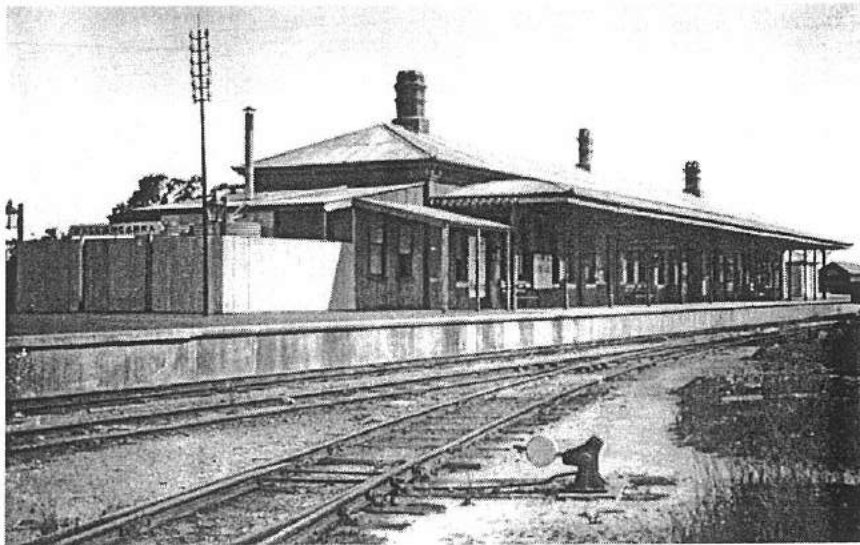
The building was further extended early in the century with the kitchen being adapted for a girl's room and a lean to extension added to the end of the building to accommodate the kitchen. This was further extended by adding an awning to the Queensland side of the kitchen lean to and by adding a fenced enclosure to the kitchen.

WALLANGARRA RAILWAY STATION
2
UNDERSTANDING THE
RAILWAY STATION

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12



10
*The station building from the
New South Wales side ca
1910. Note the lean to
extension for the kitchen and
the fenced enclosure.*
[Private collection]



11
*The station building from the
Queensland side ca 1910.
Note the awning on the lean
to extension for the kitchen.*
[Local collection]

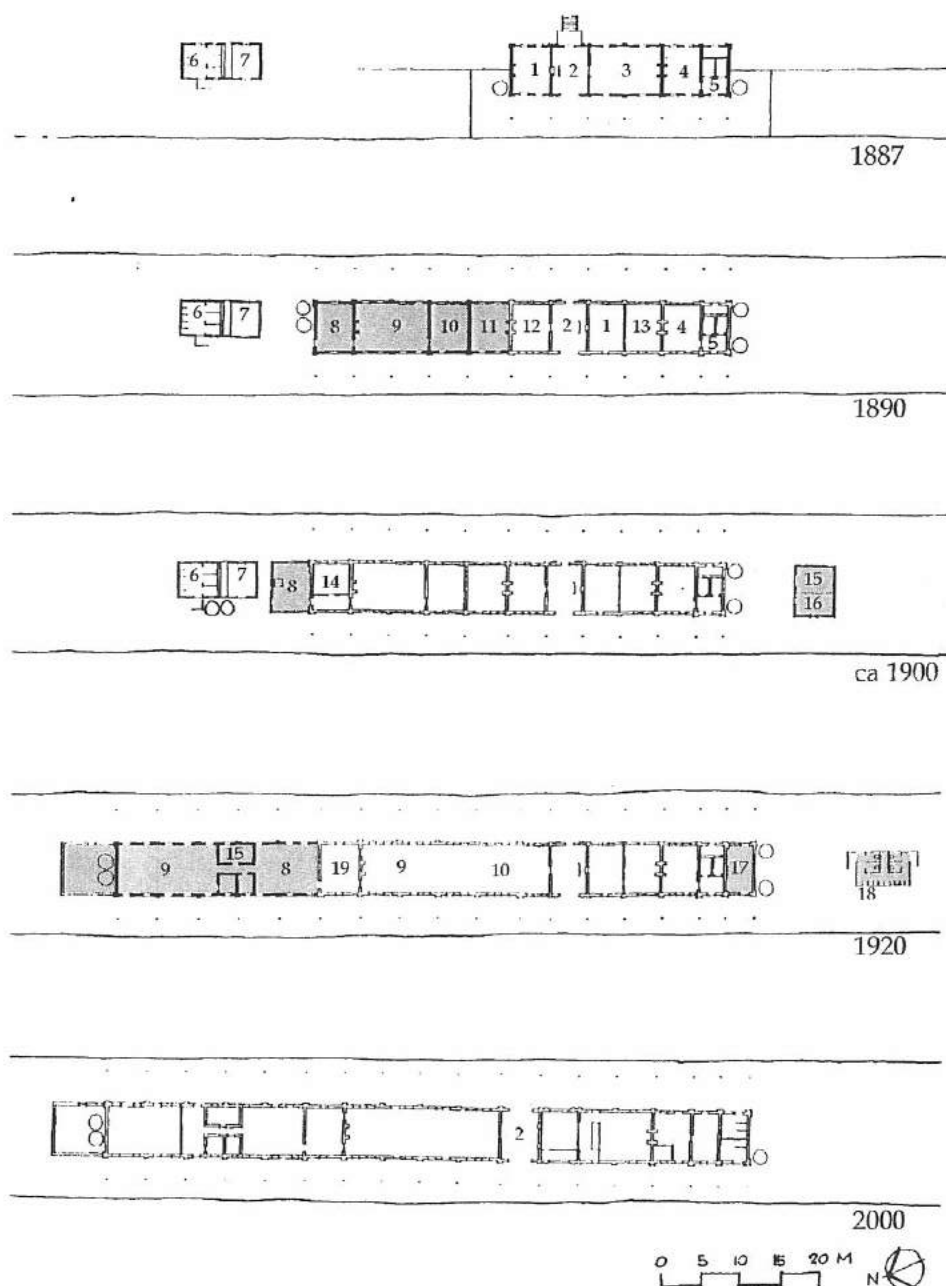
ANOTHER EXTENSION

In 1920 another extension was undertaken to the station building, again to the north and again in brick. This extension contained a second dining room and servery and a new kitchen.

With this extension the station building was complete and reached what is now its current size.

THE 1920S FIRE

In the late 1920s the station building was damaged quite badly by fire. Essentially the masonry walls and the platform structures remained but the remainder of the building was reconstructed. The roof, ceiling linings and joinery throughout the building were replaced in a style contemporary with the period.



LEGEND

1. Booking office
2. Lobby
3. General waiting room
4. Ladies waiting room
5. Female toilet
6. Male toilet
7. Lamp room
8. Kitchen
9. Dining Room
10. Bar
11. Gentlemen's waiting room
12. Custom's office
13. Station Master's office
14. Girl's room
15. Store
16. Man's bedroom
17. Fruit store
18. Men's toilets
19. Servery

13

The plan of the building showing the various extensions. In 37 years the building had increased in length, from 27 metres to 85 metres.

2.5 THE BEGINNING OF THE END

The halcyon period of the Wallangarra railway station was the late nineteenth century and into the early twentieth, when rail travel was still widespread. From the 1920s the station has seen a gradual decline in influence and position.

THE KYOGLE LINE

The problem of inconsistent rail gauges plagued the various governments for years. While this fact constrained the state economies very little was done about it. In 1921 the Commonwealth government instigated a Royal Commission into a 'standard gauge' for Australian railways linking the capital cities, and as a result of these investigations, a standard gauge line was constructed from Brisbane to Sydney. Rather than update the Wallangarra route with standard gauge, the route followed for the new line went through Kyogle, towards the coast, and then to South Brisbane. The line opened in 1930 with funding from the Queensland, New South Wales and Commonwealth governments.

The impact of this line on the line through Wallangarra to the south was strong. There was no need to change trains with this new route and so passenger trains used the standard gauge line. The route from Toowoomba to Wallangarra quickly declined in use over the 1930s, although the establishment of the Anderson Meatworks in 1935 across the Queensland border in Jennings softened this blow somewhat. A branch line was constructed from the main line to service these meatworks.

To measure the decrease in custom at Wallangarra with the opening of the standard gauge, the number of meals served in the refreshment rooms at Wallangarra fell from almost 37,000 in 1929-30 to just under 6,000 in 1931-2. The depression of the early 1930s may have also been cause of some of this shortfall.⁸

THE SECOND WORLD WAR

While the 1930s may not have been promising for Wallangarra the 1940s was somewhat different. During the Second World War border towns like Wallangarra were important areas in terms of storage and supplies, and the overall administration and logistics of the wartime effort. Troop trains moving troops from south to north for transshipment overseas went through Wallangarra rather than use the standard gauge line. The standard gauge line only went South Brisbane and no further and as the Wallangarra route offered a direct rail connection to Brisbane and points north this line was crucial.

The town of Wallangarra was an important staging post during the war and a series of large storage buildings were constructed for military use in areas surrounding the railway station. More than 5,000 troops were stationed at Wallangarra during the war, and it represented a peak period in rail traffic.

Almost 60 trains ran daily through Wallangarra from both Queensland and New South Wales.

By the end of the 1940s the Wallangarra station complex was quite extensive, reflecting the role of the station in the surrounding rail network. The complex included the main station building itself, with closets and horse dock on the platform with separate employee refreshment rooms and ambulance rooms at the northern end of the platform. The station building itself at that time contained offices, a refreshment rooms, a post office and store room. On the western (Queensland) side of the site was a goods office, a series of quarters buildings for casual workers with dining room, frame tent and library. To the north-western side of the site was an engine shed, coal dump, coal stage and tool room, assistant station manager's house, ganger's house and trucking yards. On the eastern side was the station manager's house, a 25 ton rail weighbridge, lamp room, and waitresses quarters. At the southern end of the site (within New South Wales) was the goods yard. This yard contained offices for freight forwarding agents (occupied by private agents), two produce sheds, a grain shed, a shed for NSW carriages, a fumigator room, coal dump, loading banks, petrol tanks, NSW stock inspector's quarters and driver's quarters.⁹

A branch line to the north-east served the meatworks. In 1951 a new dining room and change room for shunters was constructed.¹⁰

THE END OF AN ERA

With the growth in road based travel, rail travel for both goods and passengers has declined steadily since the 1950s and 1960s. The Wallangarra station remained operational in spite of falling trade through this period.

In 1972 the station was closed to passenger service with the running of the last Sydney Mail train. The line continued to operate however with freight traffic, although the amount of trade continued to decline. The refreshment rooms at Wallangarra were closed in 1973. In 1989 the NSW line, from Wallangarra to Tenterfield was closed. At around this time the main employers in the town of Wallangarra, the Anderson Meatworks, closed down.

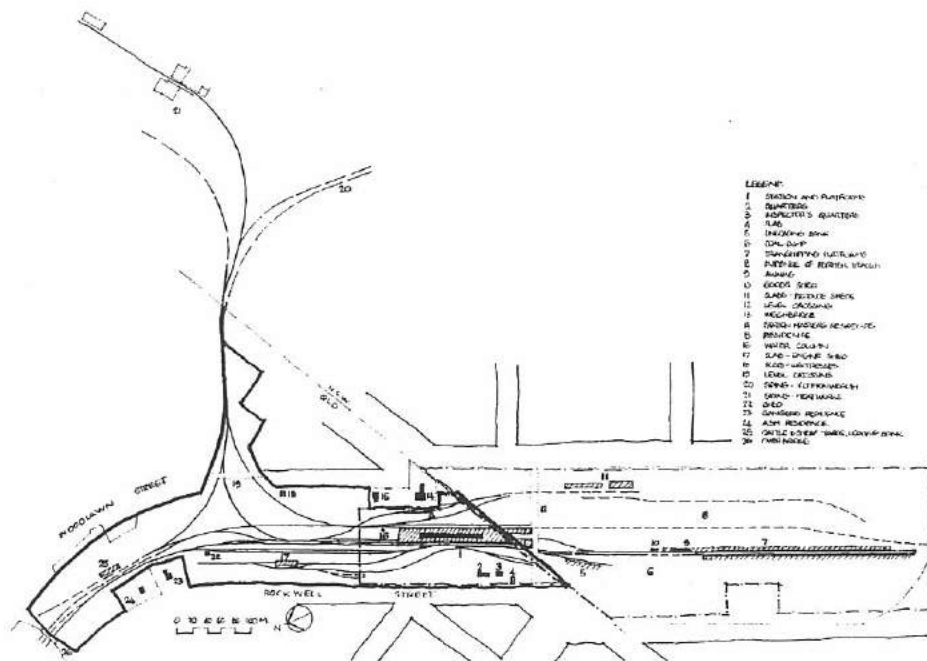
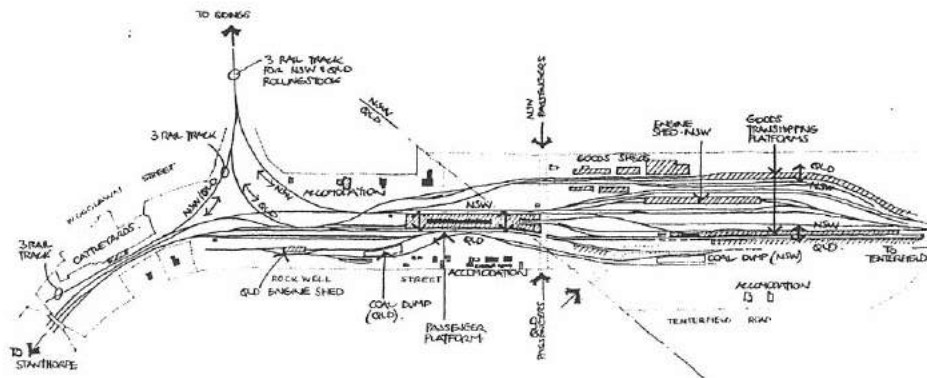
In 1993 the Queensland government announced the closure of a series of country rail lines in the region, including Warwick to Wallangarra. This decision attracted widespread outrage from many country Queensland residents. Due to this unrest, many of these lines were not closed at this time, although the government stated that such lines would need to be used to remain open.

Staff were removed from within the station closed in 1995, the same year the station master's house was sold. The line was temporarily closed in 1999.

THE PRESENT SITUATION

The station building has not been staffed since 1995 and the line to Stanthorpe was closed in 1997. Since that time the buildings has only been used for a recreational train journey from Stanthorpe to Wallangarra.

As an important rail centre, the site which contained some thirty purpose built buildings for servicing engines and carriages, for holding goods and for accommodating staff have now all been removed apart from the station building and platform and two timber buildings, the crew quarters and the inspector's hut remain on the site to the west and the weighbridge is on the eastern side of the site. Many of the railway lines have been taken up and the appearance of the site is quite different now to what it was in an earlier, and much busier, time.

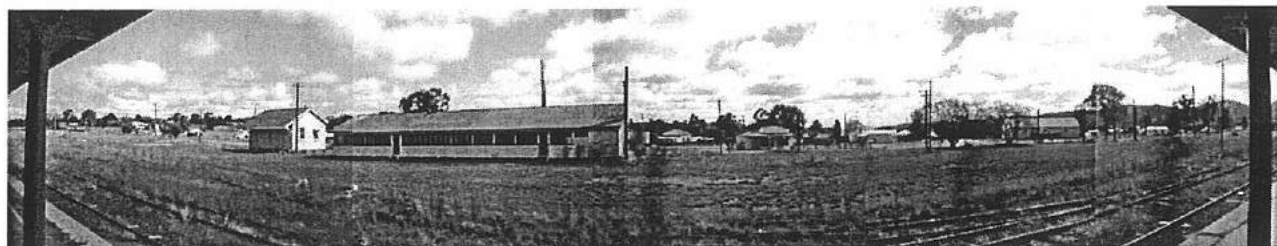


- LEGEND:
- 1 STATION AND PLATFORM
 - 2 SHEDS
 - 3 INSPECTOR'S QUARTERS
 - 4 ROAD
 - 5 ENGINE SHED
 - 6 COAL DUMP
 - 7 TRANSFER PLATFORM
 - 8 ENTRANCE OF ROLLINGSTOCK
 - 9 SHED
 - 10 ENGINE SHED
 - 11 SHED - ENGINE SHED
 - 12 SHED - ENGINE SHED
 - 13 WEIGHBRIDGE
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13

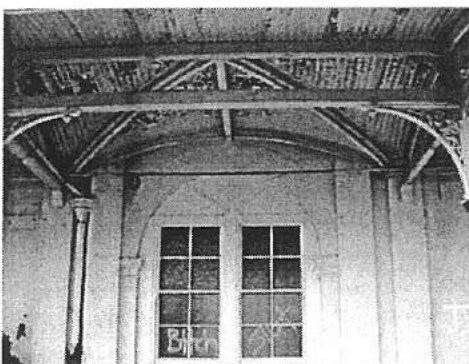
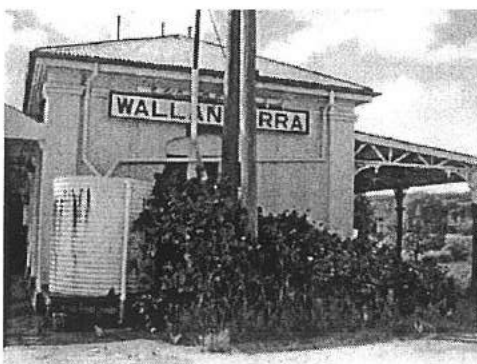
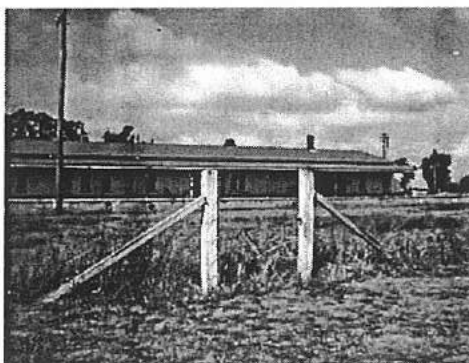
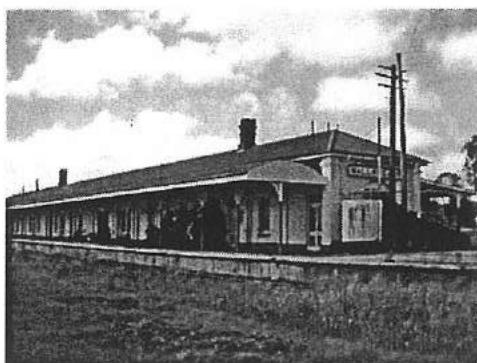
Above is the site in the 1940s
when used as an active part
of the war effort.

Below is the present site
showing the three surviving
buildings within the
Queensland side of the
property. They are the
station, crew quarters and
the Inspector's quarters.



14

*A view toward the centre of
Wallangarra from the
station platform. The
Inspector's Hut is on the left
and the Crew Quarters on
the right.*



15

*The building is
presently vacant.*

2.6 THE CHANGEOVER STATION

As a changeover station the Wallangarra railway station was, at least in its early operation, a site of activity and community. This was particularly so in the colonial period when trade between the colonies continued to attract colonial duties. The station was the site of the transfer of goods and passengers, and livestock from one train to another on a regular basis. This continued into the twentieth century, although with Federation goods could be traded freely between the states.



16

*The changeover of the circus
was a popular and regular
occurrence in the town.
[Private collection]*

A popular event within the town was that time of the year that the circus train went through Wallangarra. Although it did not stop in the town, the circus still provided a measure of entertainment for residents of Wallangarra and Jennings. The animals had to be unloaded from one train and moved onto another. The unloading of the elephants was an especially popular spectacle, as they voiced their displeasure at being forced to change trains in this manner.¹¹

While it is acknowledged that the town of Wallangarra has remained small since its first establishment it has occupied a more important place in the history of the state than other towns in Queensland of the same size.

THE RAILWAY STAFF

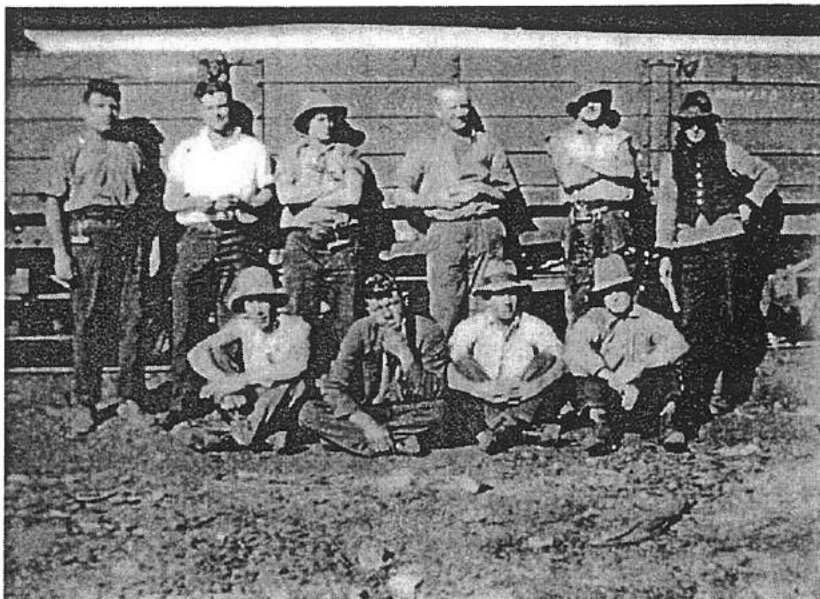
Wallangarra was established as a railway town and because it was effectively the terminus for the Queensland line it provided both permanent and



17

*The staff of the refreshment
rooms ca 1940s. [Private
collection]*

temporary accommodation for the many railway staff. The accommodation ranged from single buildings for the Station Master, the Assistant Station Master, the Ganger, the New South Wales Stock Inspector and the Driver. Shared accommodation was provided for the crew as Casual Quarters, the shunters and the waitresses. The railway was by far the greatest employer in the town until it was overtaken by the military site and the meatworks after the establishment of the line via Kyogle.



18

*Wallangarra was effectively
the terminus for the
Queensland line and
accommodated many
permanent and casual staff.
These lumpers were
photographed ca 1920.
[Private collection]*

THE SOCIAL HEART OF A TOWN

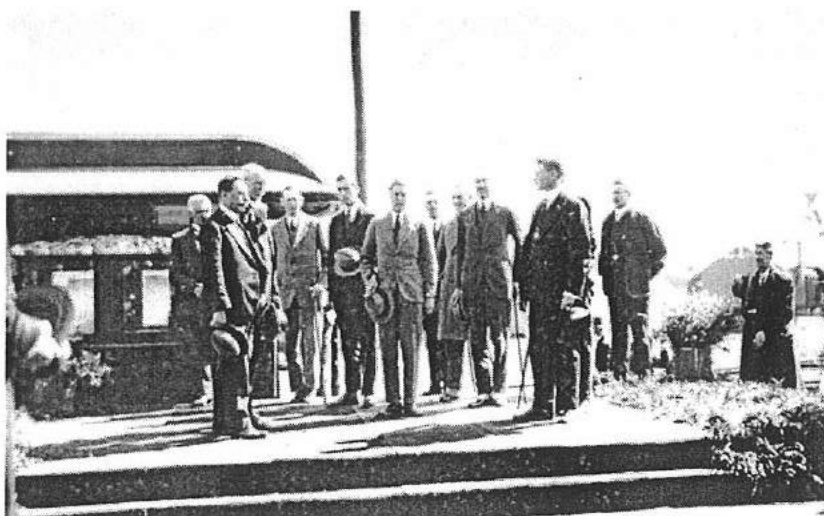
The town of Wallangarra, and its New South Wales neighbour Jennings across the border was only developed with the construction of the railway line and the refusal of Queensland to continue its line into New South Wales. As a result,

the town owes its existence to the railway and the station. The town has never been a large one and today has a population of only a few hundred.

The station master was one of the more important residents in the town and the position was no doubt sought after by many. The other important public service position in the town was that of the customs officer. Customs had an office within the station building itself in the late nineteenth century period although there was a purpose-built customs house nearby.

One hundred years ago of course rail travel was much more common than it is now. Apart from steamships, rail travel was the only way people could travel vast distances across the country, and steamships were restricted to the major ports (train travel was also cheaper). Train travel was a common occurrence for all people across all social classes. There were few restrictions on such travel.

As a result, those many people who travelled between Brisbane and Sydney from the late nineteenth century and until the 1930s invariably travelled on the Sydney Mail and through Wallangarra, changing trains at that location. Among these travellers were Henry Parkes in 1889 en route to Tenterfield to deliver his "Tenterfield Oration", Prime Minister William Morris Hughes in 1917, after narrowly surviving having an egg thrown at him at the Warwick railway station during the conscription crisis of that year, as well as over time a few members of the British Royal Family.¹² Not averse to travelling by train when visiting Australia, members of the Royal Family who travelled through Wallangarra included the Prince of Wales in 1920 (the later King Edward VIII) who travelled from Wallangarra to Brisbane, as part of his duties in officially opening the branch rail line from Cottonvale to Amiens, to service the soldier settlement farms at that location.¹³ He had come from New South Wales by train and changed trains at Wallangarra, where he was welcomed to Queensland by the Lieutenant Governor and the Premier of Queensland. In 1927 the Duke of York (later King George VI) travelled from Wallangarra to Toowoomba with his wife the Duchess of York on a special train, where they were met by a crowd of 2,000 at Stanthorpe during the journey.



The last known Royal passenger was the Duke of Gloucester, who travelled in a special train from Wallangarra to Brisbane in 1934, again changing trains at Wallangarra from the NSW Royal train.¹⁴ Interestingly this was after the Kyogle Line had been constructed and was operational.

HENRY PARKES AND WALLANGARRA

Towards the end of the nineteenth century the movement of the Federation of the Australian colonies was becoming more popular. One of the strongest proponents of Federation was New South Wales politician Sir Henry Parkes, and in October 1889 Parkes gave what is now a famous speech in Tenterfield called the "Tenterfield oration".

Briefly, Parkes proposed in his speech the Federation of the colonies and the formation of a strong national government. He suggested that delegates from each colonial parliament meet to draft an Australian constitution.¹⁵ Tenterfield was only 18 kilometres or so from Wallangarra into New South Wales, and before giving this address at the Tenterfield School of Arts Parkes had been in Queensland, urging Queensland politicians of the worth of the Federation cause. To get to Tenterfield, Parkes travelled by train from Brisbane to Wallangarra, and then changed trains to the New South Wales train waiting at the opposite platform to travel to Tenterfield.

Parkes's opinion on having to change trains at Wallangarra to travel only a short distance into the adjoining colony was not recorded. However it is likely that it reinforced his belief on the strength of the Federation cause. It is ironic to consider that the Wallangarra railway station has such an association with Parkes and his Federation speech at Tenterfield, given that Federation would ultimately render border towns like Wallangarra all but redundant, with its promise of free trade across colonial borders and improvements in access through a uniform rail gauge.

3 WHAT IS IMPORTANT ABOUT THE STATION COMPLEX

To establish the overall cultural significance of the Wallangarra railway station within the larger picture of railway stations in Queensland, it is important to compare it to other places.

3.1 RAILWAY STATIONS IN QUEENSLAND

As mentioned earlier the railway system in Queensland was established in a period when economy of construction was paramount. The population was spread around the new colony of Queensland to the extent that there were large distances to cover and people and markets to connect.

One of the results of this demand for economy was the narrow 3 foot 6 gauge, the other was the style of the railway station buildings themselves, which together with the 3 foot 6 gauge rail lines were the most identifiable symbol and expression of the railway system in Queensland. Economies of costs affected the materials with which stations were constructed, the manner in which they were finished, and other similar considerations.

Previous heritage studies of the railway system in Queensland and of individual railway stations in the state have indicated that few stations were constructed of masonry. This may well be true and may indicate a level of importance in terms of rarity for the Wallangarra railway station. The very earliest station buildings were constructed of timber, such as the Grandchester station of 1865 (the original station of the first line constructed in Queensland which still survives) or were prefabricated buildings imported from England (such as the original Ipswich and Rockhampton station buildings).

MASONRY PASSENGER STATIONS

Many of those station buildings to be constructed of masonry in Queensland were contemporary with the Wallangarra railway station. These include the Toowoomba railway station of 1874, the Roma Street railway station of 1875, and the South Brisbane railway station of 1890. These were all constructed of brick. While of masonry construction the Warwick railway station, built in 1887, was constructed of sandstone, reflecting the local sandstone construction tradition of that Darling Downs town. This building and the adjacent goods shed (also of sandstone construction) are unlike other railway buildings in Queensland and as a result are quite rare in comparison.

Into the twentieth century other station buildings in the state were constructed of brick including Townsville of 1913, Charleville of 1953 and Cairns of 1955.

Those few stations in Queensland to be constructed of masonry, of which Wallangarra is one, were generally located in towns or areas of some importance in terms of their locality or function. Wallangarra was probably the smallest town in Queensland to receive a brick station building, due no doubt

to its role as a changeover station and the political imperative for the government of the day to make a grand gesture to those travelling into Queensland from New South Wales.



20

The Roma Street Station building in 1888 showing the platform shade. [JOL]



21

The Toowoomba Station building before 1900. [JOL]

The Wallangarra Station building is a much smaller and more modest station than those at Toowoomba and Roma Street. Both of those buildings were constructed as two storey buildings designed as major public buildings designed to be a dominant arrival and departure point for the local community travelling by rail. Roma Street was the terminus in the line and the station

building and platform shade was not unlike the scale of the 19th century railway stations being constructed throughout England at the same period. Toowoomba similarly had a large two storey building facing the street although it has a small scaled platform shade.

Both of those buildings at Toowoomba and Roma Street both survive with better evidence of their use and fittings from the 19th century. The Toowoomba Refreshment Rooms survive with the original crockery and cutlery while the Roma Street building has changed very little internally and survived with shelving and other fittings.

The Wallangarra station building not only has very little evidence of its use surviving in the fittings but the reconstruction of much of the building following the fire of 1927 has largely removed much of the original 19th century detail of the building.

RAILWAY AND GOODS YARDS

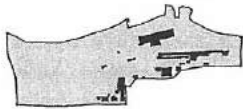
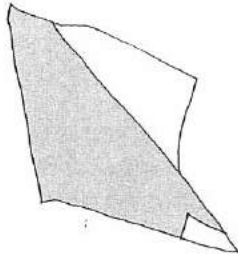
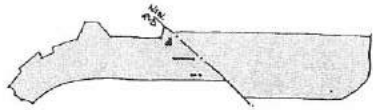
Much of the site of Wallangarra was taken up with activities to do with maintaining the steam engines and wagons, manouvering trains, storage of goods and space for transferring goods from one train to another. During its busiest times at the end of the 1940s it contained the following:

- ☐ main station building itself, with closets and horse dock on the platform with separate employee refreshment rooms and ambulance rooms at the northern end of the platform. The station building itself at that time contained offices, a refreshment rooms, a post office and store room.
- ☐ On the western (Queensland) side of the site was a goods office, a series of quarters buildings for casual workers with dining room, frame tent and library. To the north-western side of the site was an engine shed, coal dump, coal stage and tool room, assistant station manager's house, ganger's house and trucking yards. On the eastern side was the station manager's house, a 25 ton rail weighbridge, lamp room, and waitresses quarters.
- ☐ At the southern end of the site (within New South Wales) was the goods yard. This yard contained offices for freight forwarding agents (occupied by private agents), two produce sheds, a grain shed, a shed for NSW carriages, a fumigator room, coal dump, loading banks, petrol tanks, NSW stock inspector's quarters and driver's quarters.¹⁶

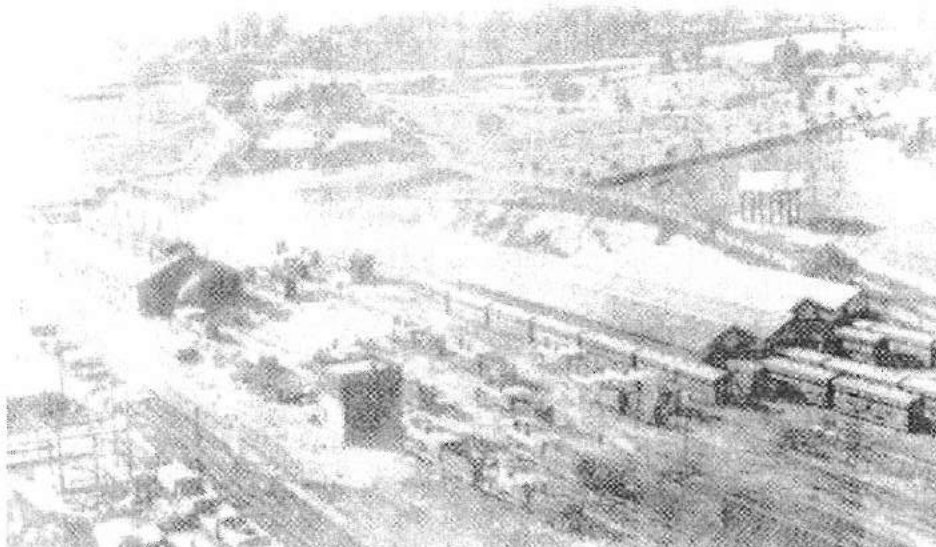
Very little of this evidence survives with the exception of the Station Masters' house which is privately owned, the station building and two buildings for staff. The tracks and transhipping platforms do however survive throughout the site, in particular on the Jennings side.

Of comparison to Wallangarra are the goods yards at Toowoomba and at Roma Street in Brisbane which served similar purposes. The Roma Street site was

developed as a produce market in the 1870s and further developed into a goods yards with the construction of the first goods shed in 1876.¹⁷



The site continued to develop throughout the following century into an extensive complex of buildings. All evidence of the use of this site as a goods and rail yard is presently being removed for the redevelopment of the Roma Street parklands.



The Toowoomba goods yards were first established in 1867 with the construction of a carriage shed, goods shed and store. These facilities were expanded as the needs for goods storage increased in the early part of the next century. Yards were also provided for loading sheep and cattle. Very little evidence of the use of the site for an early goods yard survives.¹⁸

The comparative sizes of railway sites in Queensland. Far left top is Wallangarra, Roma Street and Toowoomba. On the right top is the Ipswich workshops and below the Rockhampton workshops.

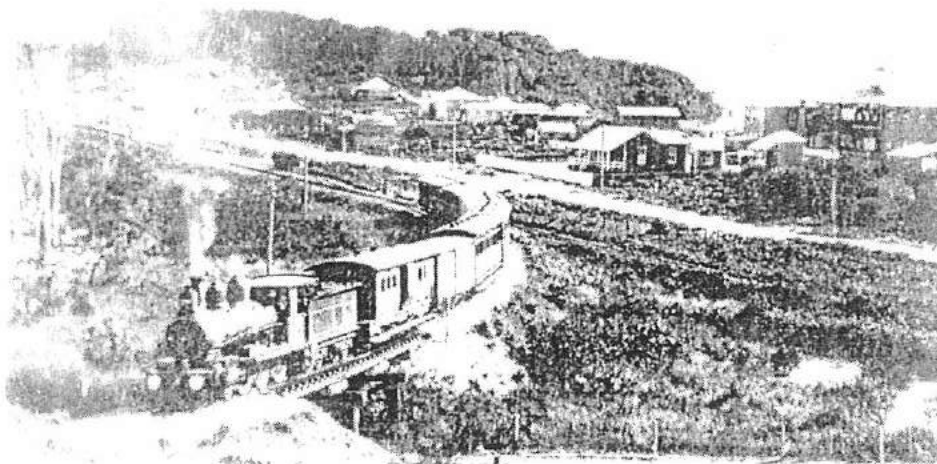
The Roma Street goods yards in 1899. [from John Kerr, Brunswick Street, Bowen Hills and Beyond, p 103]

Very little evidence survives of railway goods yards in south-eastern Queensland. Wallangarra is one of the few to have any remnants of its use as a goods yard. It does provide good evidence of the transshipping process with the survival of both the station building (on the Queensland side) and the goods platforms (on the New South Wales side).

3.2 THE BORDER TOWN

In these terms, in regard to the function of the station itself the Wallangarra railway station is unique in Queensland, as the only changeover station to be constructed in the state.

The only other station of any similarity was that constructed at Coolangatta around the turn of the century, when the coastal line was extended to the south coast in 1903.¹⁹ A station was constructed at the beach town of Coolangatta to serve the local community. Although constructed by the Queensland government this building was indeed located completely within New South Wales, and served both the Queensland and New South Wales communities almost equally. However Coolangatta was not a changeover station like Wallangarra, as there was no rail line constructed in New South Wales to meet the Queensland line and no actual transfer of either goods or passengers.



24

*The line to Coolangatta and
Tweed Heads, another
border town. [JOL]*

THE CHANGEOVER STATION

As a result Wallangarra compares on a national level to other changeover stations such as the station at Albury, which was constructed in 1881 by the New South Wales government as the transfer point at the break of gauge between NSW and Victoria, and the Serviceton railway station, constructed in 1888 by the Victorian government at the point where the Victorian and South Australian rail lines met.

Western Australia remained isolated by rail from the eastern colonies for many years and a link was not established until the uniform gauge undertakings of the 1920s.

The Albury railway station was constructed on a much grander scale than the Wallangarra building, reflecting the position of the town of Albury prior to the construction of the railway based on river trading and a well established border crossing. Little is known about the Serviceton railway station apart from its masonry construction but photographs indicate a similarly scaled building to Wallangarra.

However the buildings at these stations were slightly different to Wallangarra in that they were not island platform stations, with different lines on either side of the station itself. It would appear that the different gauge lines were constructed over the top of one another at these locations and the trains of the two systems lined up one behind the other. The Albury railway station for example reputedly has one of the longest platforms of all railway stations in Australia, to accommodate the length of both the Victorian and New South Wales rail services.

3.3 SUMMARY STATEMENT OF SIGNIFICANCE

The Wallangarra railway site is significant:

- As the only changeover station in Queensland the station symbolises and represents colonial differences in administration and rivalries regarding the provision of railway infrastructure and associated communication technologies. The construction of the station itself demonstrates the importance of the railway network in Australia of the late nineteenth century and the vital nature of rail linkages in terms of rural economies and passenger travel.
- As a rare changeover station in Australian terms the Wallangarra site and surviving buildings, tracks and platforms compare on a national level with the Albury (NSW) and Serviceton (Victoria) railway stations.
- As the centre of the town of Wallangarra and the primary reason for the town's existence the Wallangarra railway station provides important evidence of the history of the town and the border region in Queensland.

The station building is significant:

- Because of its distinctive aesthetic quality generated by the construction materials of the building and the two differently profiled platform awnings, the views along the length of the building framed by the awnings along both sides, and the position of the building in its setting. The views of the site from the New England Highway looking to the south are important within the appreciation of this setting.



- As a demonstration of the boom period of the railway in Wallangarra from the period 1880 until 1930s which is evidenced in the many large alterations and extension to the station building during this period, including the reconstruction of the building following the fire in 1927;
- As a place associated with the passengers who changed trains at the place, it represents a snapshot of life from the 1880s until the 1980s. Until the 1930s it provided the only means of rail connection between Brisbane and Sydney and hosted such persons as Sir Henry Parkes on his way to Tenterfield for his speech calling for Federation in 1889, the Prince of Wales on a royal visit in 1920 and the Duke and Duchess of York in 1927. The troop train carrying soldiers north in World War II passed through Wallangarra in 1942-45. The station had an important social role providing a place for passengers to wait and be refreshed between trains.

4 CONSERVATION POLICY

The purpose of the conservation policies is to provide a guide to the development and care of the Wallangarra Railway Station in ways that retain its significance given the current proposal to adapt and redevelop the site for a range of tourism facilities. The policies aim to:

- ☐ retain the cultural significance of the site;
- ☐ provide an approach to the conservation of culturally significant fabric;
- ☐ permit adaptation and new works to the station building and the site which will find new and ongoing uses to ensure the protection of the place.

The policies are set out in italics and are accompanied by information on which they are based and likely implications. Policies should be read in conjunction with the associated text.

4.1 THE BURRA CHARTER

The *Burra Charter* of Australia ICOMOS is the accepted standard for heritage conservation in this country. The charter provides the general philosophies and approaches to heritage conservation for those making decisions regarding historic buildings or places. The charter has two fundamental principles:

- ☐ the planning for future work on a place of heritage value should be based on a thorough understanding of its cultural heritage significance; and
- ☐ the cultural significance of a place of heritage value is demonstrated and reflected in its physical fabric.

The following definitions from the *Burra Charter* explain the meanings of terms that are most commonly used in conservation, and are used in this section of the report.

- ☐ *Place* means site, area, building or other work, group of buildings or other works together with associated contents and surrounds.
- ☐ *Fabric* means all the physical material of a place.
- ☐ *Conservation* means all those processes of looking after a place so as to retain its cultural significance. It includes maintenance and may according to circumstance include preservation, restoration, reconstruction and adaptation and will be commonly a combination of more than one of these.
- ☐ *Maintenance* means the continuous protective care of the fabric, contents, and setting of the place, and is to be distinguished from repair. Repair involves restoration or reconstruction and it should be treated accordingly.

- ☐ *Preservation* means maintaining the fabric of the place in its existing state and checking against deterioration.
- ☐ *Restoration* involves returning the existing fabric of the place to a known earlier state by removing additions or by reassembling existing components without introducing new material.
- ☐ *Reconstruction* means returning the place as nearly as possible to a known earlier state and involves introducing material (new or old) into the fabric.
- ☐ *Adaptation* means modifying a place to suit a proposed compatible use.
- ☐ *Compatible use* is one in which alterations are not made to the significant fabric. If changes are made they should be reversible or involve minimal impact.

4.2 STATUTORY REQUIREMENTS

The provisional entry of the Wallangarra Railway Station in the Queensland Heritage Register means that the future care and conservation of the site will be subject to the statutory authority of the *Queensland Heritage Act 1992*.

Any proposed development of the site will require an application to the Queensland Heritage Council for heritage approval. Under the terms of the heritage act the definition of "development" is broad and can mean, inter alia, land subdivision, demolition or relocation of a building, change of a building's use, work that substantially alters a building's appearance. The approval of the Heritage Council is normally required before work to a registered place can take place.

4.3 THE BROADER SITE

Any master plan for the site should recognise the cultural significance of the place as a remnant of a transshipping yard and acknowledge that significance in proposals to remove or adapt existing buildings and other structures or to modify the site with the construction of new buildings, landscape or other structures.

SITE AND SETTING

The Wallangarra railway Station is different from other railway stations which have many goods and passengers travelling from the station in that Wallangarra was not the final destination for the majority but merely a place to change trains on a longer journey north or south.

The layout of the site strongly reflects that difference. The station building has no forecourt, major entry hall or extensive landscaped gardens typical in other nineteenth century railway stations such as Toowoomba and Roma Street. The building is located in the centre of a large open space similar to a goods yards

surrounded by railway track instead of being on the edge facing a street in the town.

Policy 1: Any master plan should acknowledge the sense of the station building sitting in the centre of an open railway yard.

THE EVIDENCE OF USE AS A RAILWAY COMPLEX

This site was used continuously by the railways from the 1880s until the 1970s. The evidence of its use as a passenger station survives well in the station building and platform although all of the interior fittings have been removed by Queensland Rail since its closure which has largely devalued this part of its significance.

The evidence of use as a place of employment for railway workers has been largely removed from the site. The complex of small buildings on the western edge of the site facing Rockwell Street used for sleeping quarters, laundries and dining rooms has been removed with the exception of two buildings. Similarly the employees refreshment room located at the northern end of the station has been removed.

The evidence of use of the site as a goods yard has similarly been largely removed from the site. The sheep and cattle yards and the produce sheds have all been removed.

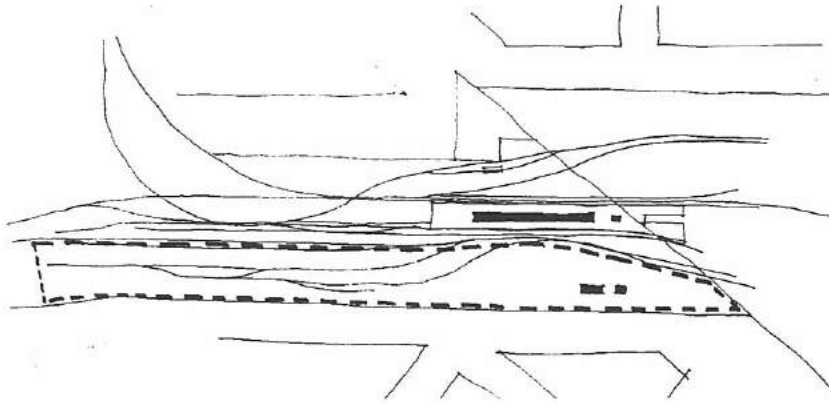
The evidence of the use of the site by the railways for nearly a century survives to a greater degree in the track layout, the weighbridge and the evidence of the use of steam locomotives in the coal stacks, coal dumps and stand pipe.

Policy 2: The elements of the site which demonstrate the evidence of the use of the site by the railways should be conserved.

ZONES OF NEW DEVELOPMENT

While the site appears to be largely vacant, the surviving elements which reflect the evidence of use of the site should guide the location of any new development on the site. To assist in guiding those decisions a zone of new development has been established for the site. In this area more radical change is considered acceptable and new structures may be allowed in accordance with later policies in this section. The zone of new development should not be seen as a "wall" of development which will disconnect the link with the town. It should be seen as a zone for separate structures not unlike the character of the site in the 1940s. This policy should be read in conjunction with the other policies, in particular, Policy 1, 5, 6 and 15.

Policy 3: Opportunity exists to provide new structures in the "zone of new development".



25

The "zone of new development" should not be seen as a wall of development separating the station building from the town.

A VIABLE USE FOR THE SITE

In ensuring the conservation of the cultural significance of the site it will be necessary to secure the future of the significant buildings on the site. The station building continues to be under a greater risk because it is vacant and because deterioration is continuing.

Policy 4: Any proposed use for the site should provide viable and long term uses for the buildings.

THE RELATIONSHIP WITH WALLANGARRA

While the railway station in Wallangarra was not designed to be a civic building addressing the street it has had an important focus in the community as a place of enormous activity and a place which provided employment for the town. It is also the largest building in the town and a visual focus from many places with the town. However, historically those views of the station were interrupted by the many structures constructed across the site providing glimpses of the station building.

The station complex is located across the road from the government reserve of the town containing the former Customs House and the Post Office. That relationship still survives although the Post Office was replaced by a new building in the 1950s.

Policy 5: The visual connection between the former government reserve and the station should be retained.

Policy 6: The important views of the station from within the town should be retained. These views may be "glimpses" seen from between separate buildings.

INTERPRETATION

The significance of the site as a break of gauge railway complex on the Queensland and New South Wales border and its important role social role since the 1880s is difficult to understand in its present state. Enormous

opportunity exists to interpret the site using both passive means such as the conservation and use of the buildings and by active means in the use of interpretive devices to better understand the use of the entire site by the railway. The interpretation of the place should be an integral part of the master planning.

Policy 7: The interpretation of the significance of the site for both visitors and users should be a part of any master planning and capital works programs.

4.4 THE STATION BUILDING

The station building while having an outer shell from the 1880s was substantially altered following the fire in 1927. The post fire repairs included the construction of a new roof which altered the shape of the ceilings internally, the construction of new joinery on doors and windows throughout. The building internally is now essentially a 1920s interior in detail and surviving fabric.

THE USE OF THE BUILDING

While it is understood that Queensland Rail will not resume normal services at the site, any use of the building should acknowledge that it was constructed as a railway station and the use of the station by trains is important.

Policy 8: A new use should be found for the building to ensure its long term conservation.

ADAPTING THE BUILDING FOR A NEW USE

Any consideration of new uses should seek to respect the plan form, detail and spatial qualities of each room. For example the smaller spaces of the building should be matched to new uses requiring small spaces. New uses are likely to involve some changes in the fabric.

Works may also include:

- ☐ the removal of elements which are not culturally significant such as the ticket hall constructed in the 1960s;
- ☐ the provision of new services such as electrical wiring, air conditioning or heating and bathrooms into the structure;
- ☐ the provision of new fittings required for a new use.

Policy 9: The significant aspects of the building should be retained in any adaptation for a new use.

RESPECTING THE SIGNIFICANT FABRIC

The building underwent regular change throughout its life to satisfy changing needs and also because of the fire. All of those changes help to tell the story of the building and should be retained. No effort should be made to distort that

history. For example the detail of the ceilings and the joinery from the 1920s should not be removed and replaced with joinery in its 1880s detail. The most recent changes to the building involving the removal of a section of wall for the construction of an 'open' ticket area is however less significant.

Policy 10: The evidence of the change to the building throughout its history should be retained.

PRESERVING THE SIGNIFICANT FABRIC

The building is in a reasonable condition considering that it has been vacant for more than a decade. A philosophy of gentle repair rather than replacement should be adopted for the building.

The masonry elements of the building are however suffering from rising damp probably caused by the construction of a new concrete floor on an earth fill following the fire in the building in 1927. This replaced an earlier timber framed floor. Any solutions to remedy that problem should be reversible and should aim to allow the building to continue to 'breathe' by not sealing the surfaces with impervious coatings.

Aggressive methods of cleaning the surfaces of the building in preparation for painting should be avoided where that method will cause damage to the fabric or where it will remove all of evidence of earlier colour schemes. For example sandblasting of the brickwork is likely to damage either the bricks or the mortar.

Policy 11: A philosophy of gentle repair should be established for the building.

RECONSTRUCTING MISSING ELEMENTS

Some elements of the building have been removed from the site and may be *reconstructed* to assist in understanding the cultural significance of the place. It should only take place when good physical and documentary evidence exists. Elements which may be reconstructed include the chimneypieces, the walls and openings as a result of the ticket area rearrangement, the rainwater tanks and the signage on the building.

Policy 12: Reconstruction of missing elements should only take place where it will assist in the understanding of the cultural significance and where good evidence survives.

NEW FITOUT

Changes are considered acceptable at the building to allow it to begin its new life. A new 'architectural language' should be developed for those changes which is consistently used throughout the building. For example every time a new partition meets some existing fabric it should have a standard detail which

may include a 'shadow angle'. Modern plumbing and kitchen fittings are appropriate and again should be recognisably of 'our time'.

Policy 13: Any new fitout or fittings should be recognisably of 'our time' and consistently detailed.

4.5 THE CREW QUARTERS AND INSPECTOR'S HUT

The crew quarters and inspector's hut are a remnant of the accommodation zone and the boom period when the site was filled with some 40 buildings. As remnants they do not convey the total story of worker's accommodation at the site. The buildings should be retained on the site and conserved although they should not be seen as elements of major significance. A new use for the buildings would assist to ensure their conservation. Their current location on the site is not critical to their significance.

Policy 14: The crew quarters and the inspector's hut should be conserved and retained on the site.

4.6 NEW BUILDINGS ON THE SITE

The location of any new buildings on the site should be guided by the earlier policies in this chapter. Any new buildings on the site should acknowledge the primary significance of the station building as the dominant structure on the site and new buildings or structures should not dominate that building. They should not seek to confuse the historical evidence by replicating its form or detail or any other "historic buildings". The primary objective is for the historic building to be seen as the "jewel" amongst new buildings which are good neighbours.

A new architectural 'language' should be developed for all new buildings which is of 'our time'. This does not mean that new buildings should be constructed necessarily from steel or glass. They may incorporate steeply pitched roofs and deep overhangs with timber framing. They should not combine any of the details commonly used to create "colonial buildings" such as cast aluminium brackets, timber capitals, brackets or other detailing.

Policy 15: New buildings should be designed using a new architectural 'language' and be of a scale and detail which does not detract from the significance of the place.

4.7 LANDSCAPING

The existing landscape of the site is largely grass between tracks. No major trees survive at the site or were known to be planted. Documentary evidence does however suggest that the tradition of landscaping the station did occur at the Wallangarra Station in the form of hanging plants along the length of the station and decorative and detailed planting schemes on the bank facing the

Jennings side of the station. The more recent planting along the platform which includes camellias and bottlebrush are not significant and may be removed.

Opportunity exists to *reconstruct* the earlier planting schemes on the bank and the platform based on documentary evidence.

The character of the site as a green oasis of the station in a broader industrial landscape is important and should be respected in any new landscaping scheme. A new 'language' of planting should be used for parts of the site never previously planted. It should use trees appropriate to the region.

Policy 16: Reconstruction of the earlier planting schemes is an acceptable option. A new language of landscape may be developed on the site provided that it does not dominate or confuse historical evidence.

4.8 RECURRENT WORKS

Work will be necessary at the site in order to prevent the site from deteriorating. This will include carrying out regular maintenance for both minor and major works.

MAINTENANCE

The *preservation* of the culturally significant elements of the site will require a program of monitoring and maintaining the site to ensure that elements are not deteriorating. For example a regular program of checking water penetration and termite activity should be put in place. This minimal but constant maintenance will ensure that problems do not go undetected to a point where they are beyond repair.

Policy 17: A maintenance plan should be put in place to ensure the protection of the site and buildings.

5 APPENDIX

This chapter contains information supporting the main body of the report including a series of end notes and drawings.

5.1 NOTES

- ¹ Border Highlands Rail Company, *A report on feasibility studies for the proposed Border Highlands Junction Development*, 2000.
- ² Andrew Ward and Dr Peter Milner, 'Queensland Railway Heritage Places Study: Stage 2', A report jointly commissioned by the Queensland Department of Environment and Queensland Rail, April 1997.
- ³ AD McDonald, 'An Early History of the Queensland Railways', in *Australian Railway Historical Society*, No 173 (March 1952) pp46-48.
- ⁴ Ray Whitmore (ed), *Eminent Queensland engineers* (Brisbane: Institution of Engineers Australia, Queensland Division, 1984) p. 69.
- ⁵ John Kerr, *Queensland Rail Heritage Report* (Department of Environment and Heritage and Queensland Rail, 1993) p4-66.
- ⁶ John Kerr, *Triumph of narrow gauge: a history of Queensland railways* (Bowen Hills: Boolarong Publications, 1990) p. 40-1.
- ⁷ David Day, *Smugglers and sailors: the customs history of Australia 1788-1901* (Canberra: Australian Government Publishing Service, 1992) p. 431.
- ⁸ Commissioner of Railways report, *Queensland parliamentary papers*, 1931-2, p. 19.
- ⁹ Andrew Ward and Dr Peter Milner, 'Queensland Railway Heritage Places Study: Stage 2', pp. 69-71.
- ¹⁰ Andrew Ward and Dr Peter Milner, 'Queensland Railway Heritage Places Study: Stage 2', pp. 69-71.
- ¹¹ *The Stanthorpe border post*, 3 August 1999.
- ¹² See DJ Murphy, 'Thomas Joseph Ryan', in DJ Murphy and RB Joyce (eds), *Queensland political portraits, 1859-1952* (St Lucia: University of Queensland Press, 1978) pp. 281-2, for a discussion on the "Warwick egg incident".
- ¹³ *Brisbane courier*, 22 July 1920, p. 8.

-
- ¹⁴ *Courier mail*, 3 December 1934, p. 14.
- ¹⁵ Graeme Davison, John Hirst, Stuart Macintyre (eds), *The Oxford companion to Australian history* (Melbourne: Oxford University Press, 1998) p. 657.
- ¹⁶ Andrew Ward and Dr Peter Milner, 'Queensland Railway Heritage Places Study: Stage 2', pp. 69-71.
- ¹⁷ Allom Lovell Marquis-Kyle Architects, *Roma Street Station: A Conservation Plan*, 1994, p.11.
- ¹⁸ Buchanan Architects, *Toowoomba Railway Station and Railyards*, 1999, p.7.
1. ¹⁹ Allom Lovell Architects, *Coolangatta Urban Heritage and Character Study*, 2000, 14.

QUEENSLAND RAILWAYS
MILITARY & ABATTOIR LINE
WALLAN-CARRA STATION

1:10000
1:10000
1:10000

1. The map shows the railway line from Wallan to Carra, including the Military & Abattoir line.
2. The map shows the railway line from Wallan to Carra, including the Military & Abattoir line.
3. The map shows the railway line from Wallan to Carra, including the Military & Abattoir line.

STREET

STREET

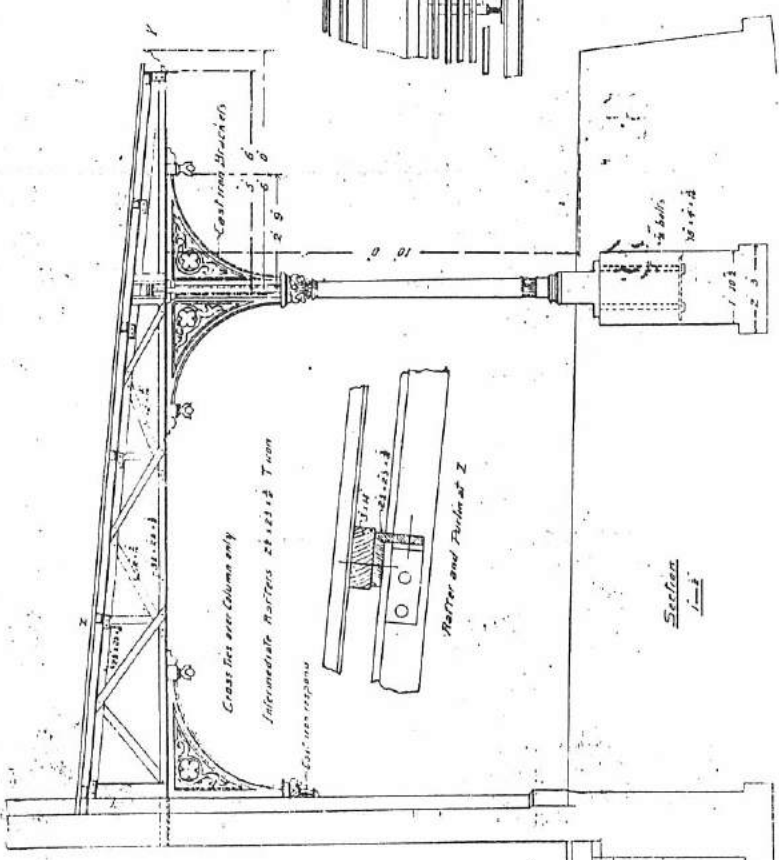
ROCKWELL

TENTFIELD ROAD

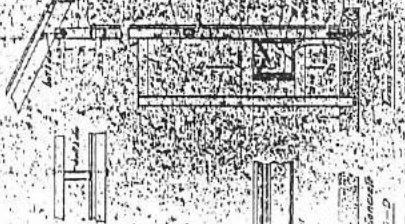
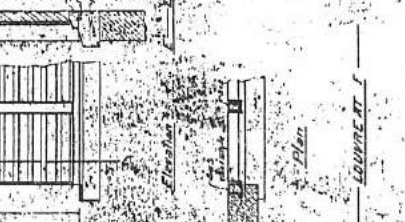
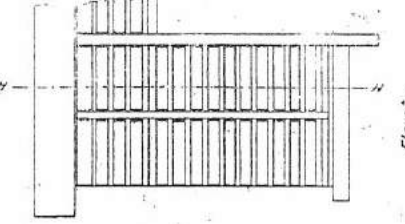
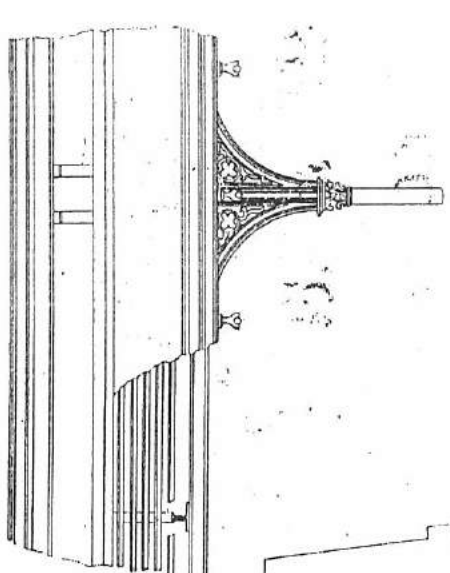
QUEENSLAND RAILWAY

ADDITIONS TO PASSENGER STATION WALLAN-CARRA

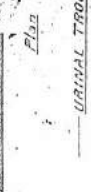
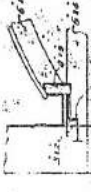
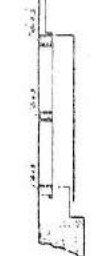
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DETAILS 1"=3'



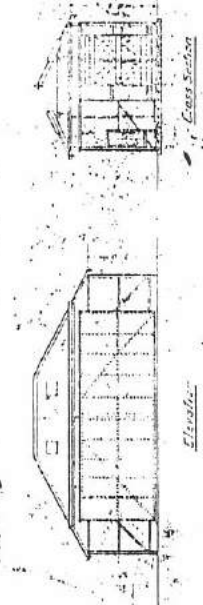
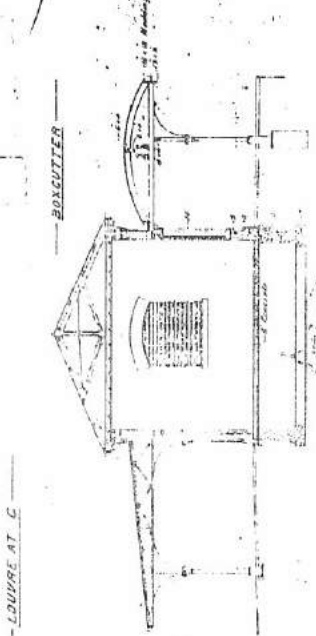
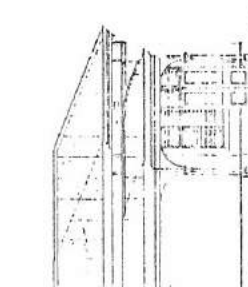
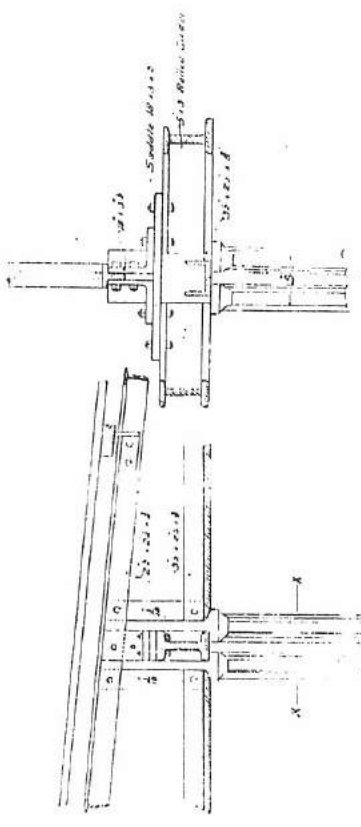
SCALES
GENERAL 1"=1'
DETAILS 1"=3'



Plan
1"=1'



Plan
1"=1'



Plan
1"=1'

Section
1"=1'

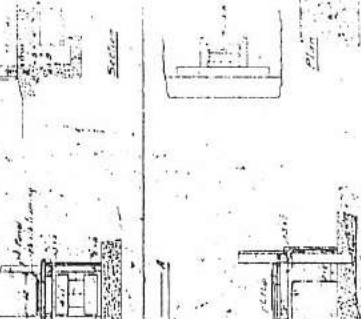
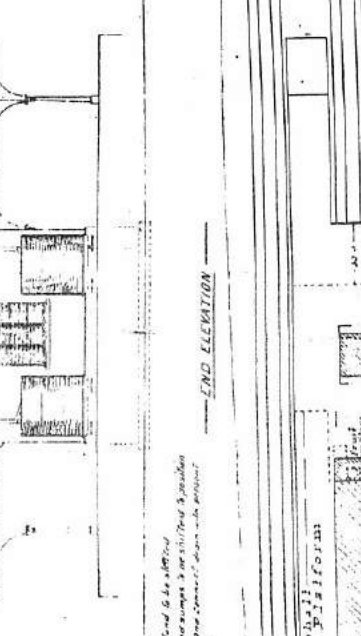
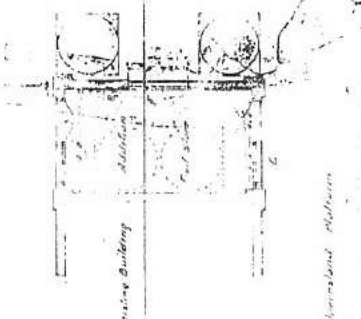
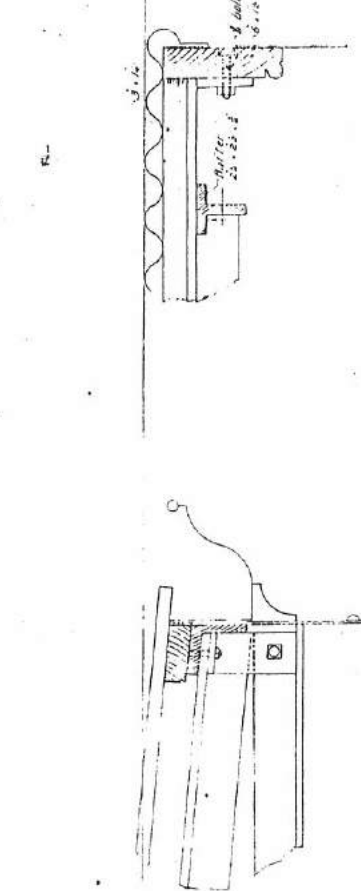
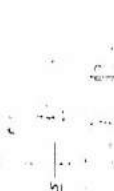
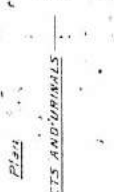
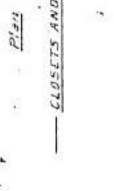


Plan
1"=1'

Section
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Plan
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Section
1"=1'



Plan
1"=1'

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Plan
1"=1'

Section
1"=1'

SHADE OVER NEW SOUTH WALES PLATFORM

S2932

L-2399

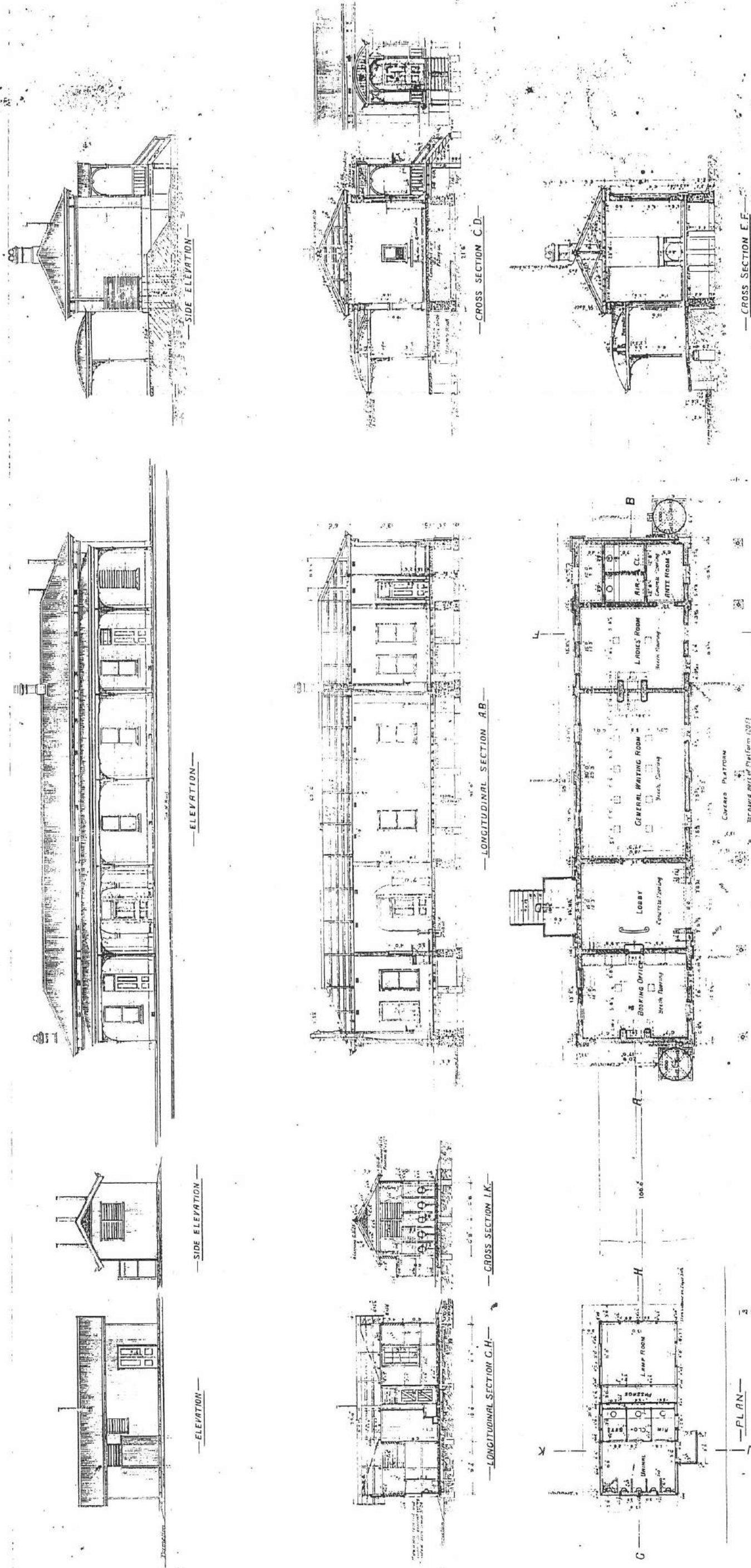
BRIDGE

EXTENSION FROM STANTHORPE TO THE BORDER

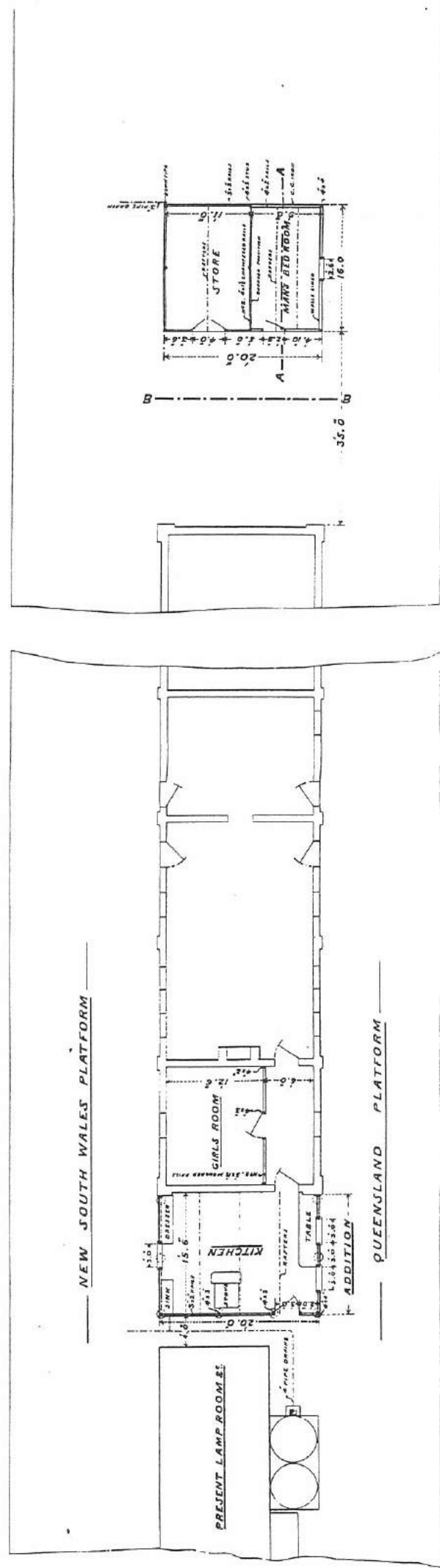
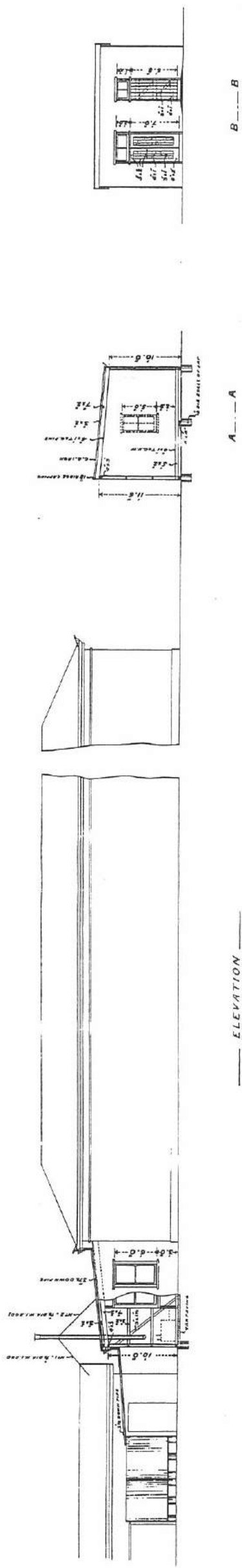
— PASSENGER STATION AT WALLANCARRA —

— SCALE 8 FEET TO 1 INCH —

George Barford
1897

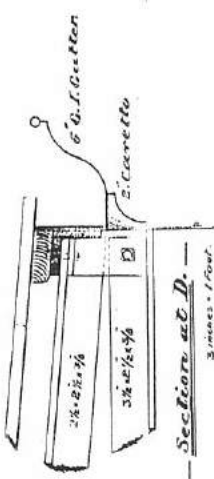


Refreshment Rooms — Wallangarra — Additions, Alterations &c. Scale 8' = 1"

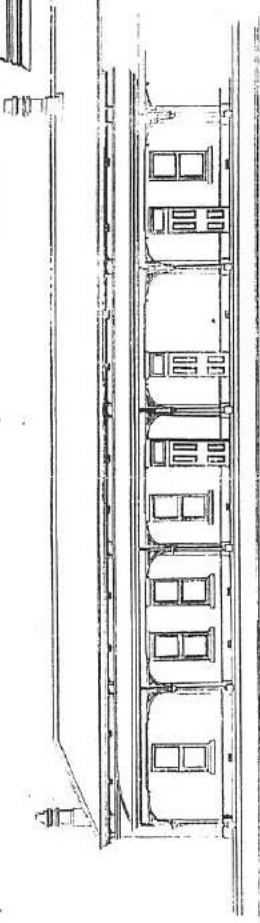
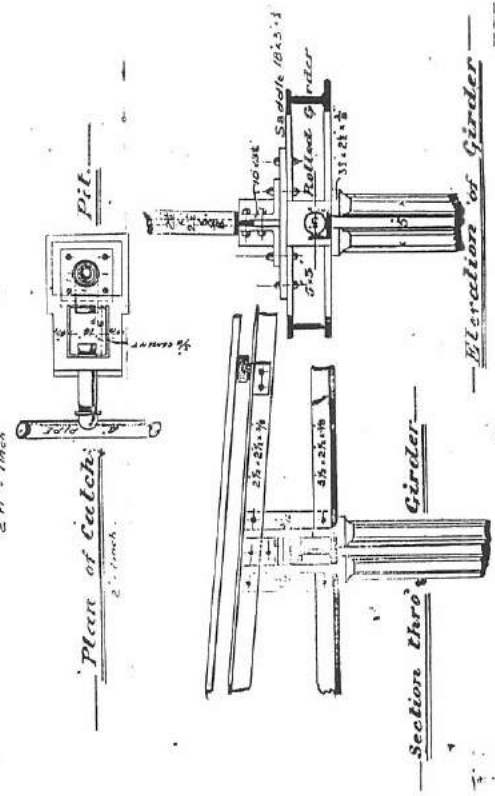


PASSENGER STATION AT WALLANCARRA

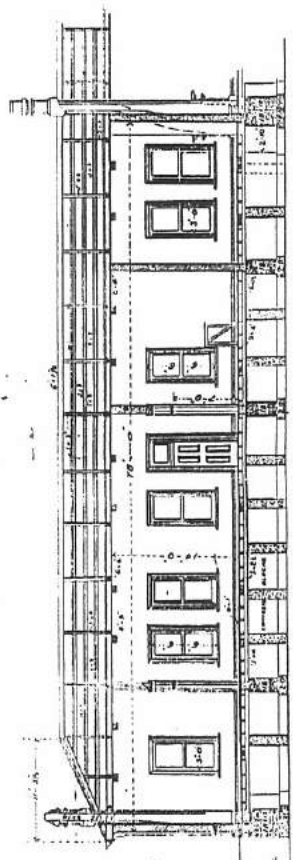
Engineer in Training Lincolns Office
Railway Department
BRIDGE



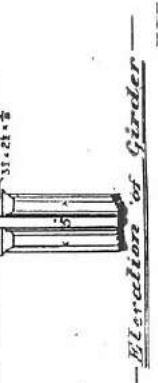
Section at D. —
3 inches = 1 foot.

Section Through Verandah

Place of Catch:



Elevation _____



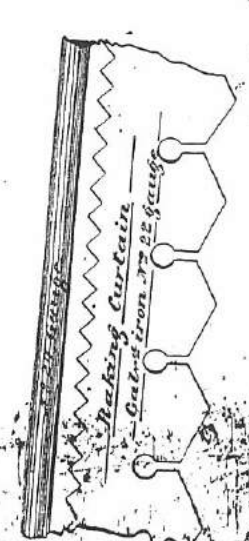
—Elevation of Girder



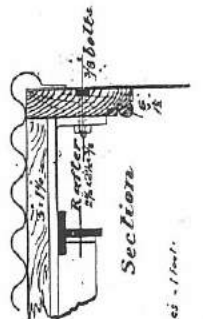
Section 1.



...



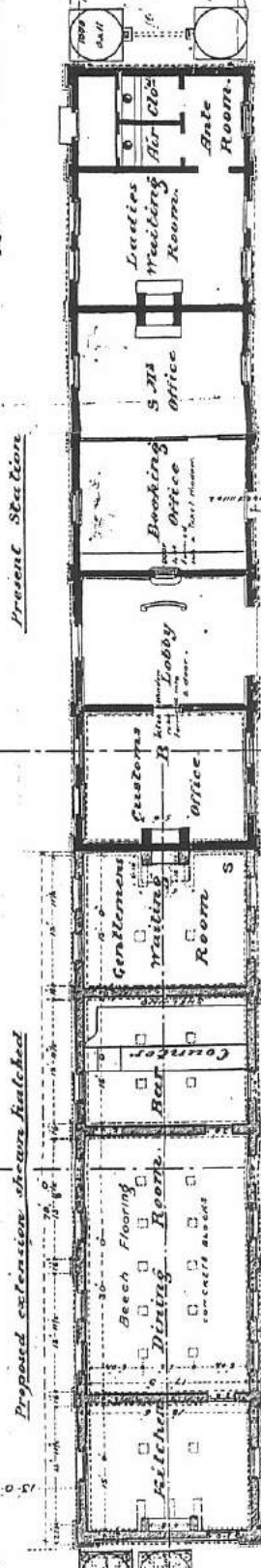
Baking Curcain —



...



Cross Section E. F.
 N. F. C. to be similar.



Present Station

This is the drawing referred
to in my letter dated Sept 27th 1888
Yours Truly
William McK. Freeman
29-11-88

Wm. G. Peck
Hudson Ave. Freeman
29-11-89

SAF 22-25A

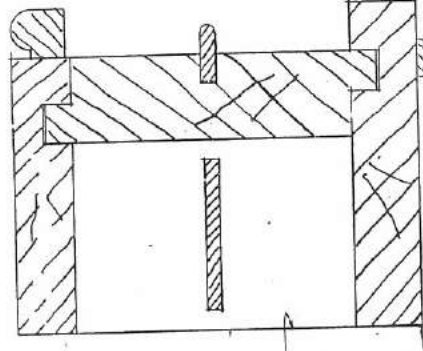
QUEENSLAND RAILWAYS

WALLAN-GARRA EXTENSION OF REFRESHMENT ROOMS

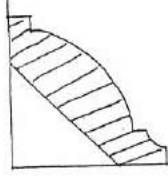
GENERAL DETAILS SCALES. 2" = 1' & FULL SIZE

DRAWING N°2.

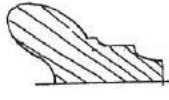
W. J. Garra



BOX FRAME
FULL SIZE

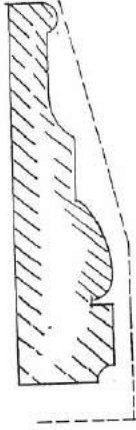


CORNICE

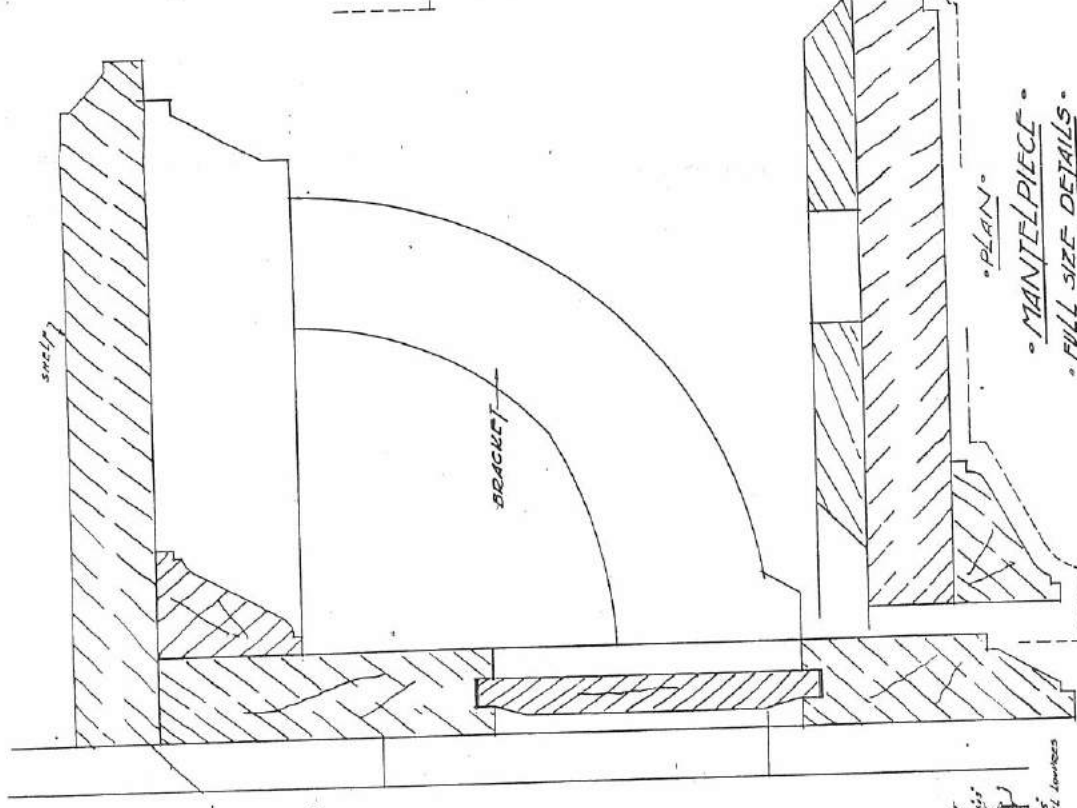


PICTURE MOULD

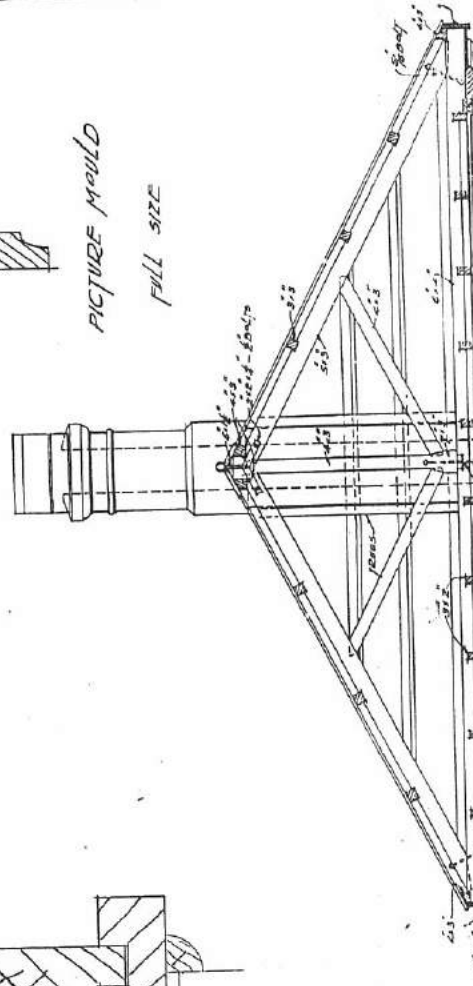
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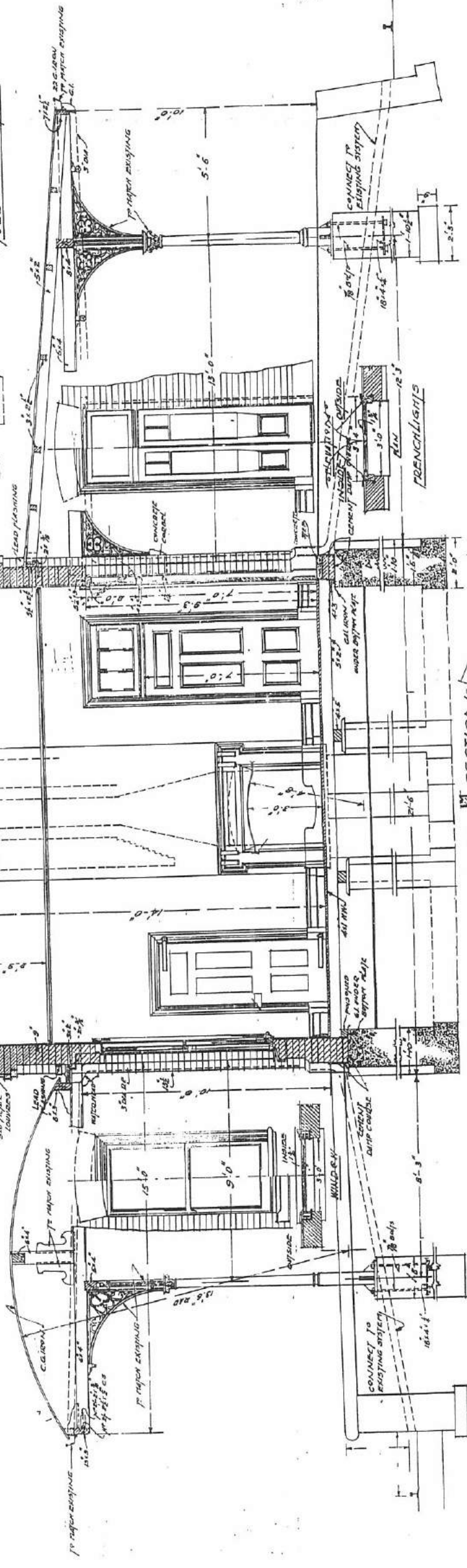
ARCHITRAVE SIMILAR TO EXISTING



PLAN
MANTELPIECE
FULL SIZE DETAILS



CROSS SECTION



PLAN

PART LONG SECTION

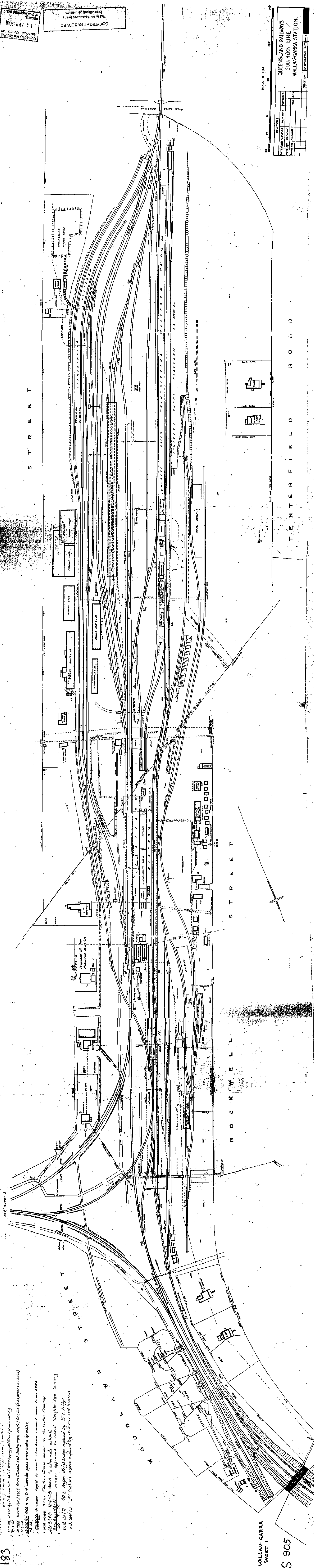
1/2" = 1'

8 4 20

L 874/2

PROJ. 23

A0006/10-109



BORDER HIGHLANDS RAIL COMPANY PTY LTD

ACN 082 594 349



PO Box 402
Stanthorpe Qld 4380
Ph. 07 4681-5528
Fax. 07 4681-4837

Ref: TK/IEAust
4 October, 2000

Mr Richard Moore
Executive Director
The Institution of Engineers, Australia
Engineering House
447 Upper Edward Street
Brisbane Q4000

Attention: Mr Bill Oliver, Heritage Panel

**Re: Wallangarra Railway Break-of-Gauge Interchange, Nomination for an
Institution of Engineers, Australia Historic Engineering Marker**

On behalf of the Border Highlands Rail Company, please find attached the completed Nomination Form, along with the Supporting Evidence and letter of support from Queensland Rail, to have the historically significant Wallangarra Railway Station considered by the Institution's Heritage Panel for a Historic Engineering Marker.

Given the Institution's acceptance of the Nomination, the Company would like to have the unveiling of the Historic Engineering Marker as part of the Centenary of Federation Event on the Border at Wallangarra in October 2001. Attached is a copy of the proposed event program.

We look forward to receiving your favourable consideration to this request.

Yours sincerely

A handwritten signature in black ink, which appears to read 'Tom Knobel'. The signature is fluid and cursive, with a long horizontal stroke at the end.

Tom Knobel
Managing Director

Proposed Program

CENTENARY OF FEDERATION QUEENSLAND

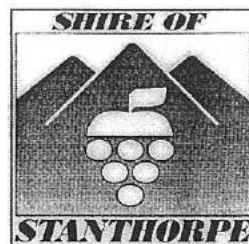
State to State at the Border Gate

Saturday 20 October 2001

and

Sir Henry Parks Re-enactment and Official
Functions

Tuesday 23 October 2001



NOT FOR RELEASE

State to State at the Border Gate – Saturday 20 October 2001

Event/Activity *	Timing
Steam Train and Carriages Buses available from Stanthorpe to Wallangarra and return	Depart Stanthorpe 9am Arrive Wallangarra 10:30am Depart Wallangarra 1pm Arrive Stanthorpe 2:30pm Depart Stanthorpe 3:30pm Arrive Wallangarra 5pm Depart Wallangarra 9:15pm Arrive Stanthorpe 10:45pm
Mt Norman Run	Start 9:45am Finish 10:30am to 11:30am
Football Clinic	10am to 12noon
Netball Competition	10am to 12noon
Art Judging	10am to 12noon
Golf	12noon to 5pm
Cuisine Demonstration	1pm to 2pm 3pm to 4pm
Silver Spike	1pm to 4pm
Sheep Shearing	1:30pm to 3:30pm
Event Opening	3pm
Tossing of the Caber	1:30pm to 3:30pm
Celebrity Grape Crush	3pm to 4pm
Tug-of-War	4pm to 5pm
Car Rally	Arrive 4:30pm
Saturday Night Entertainment	Preliminary Event 5pm to 7pm Main Event 7pm to 9pm

* The above is subject to official confirmation.

Community Day using the Steam Train – Sunday 21 October 2001

EVENT/ACTIVITY*	Timing
Steam Train and Carriages Buses available from Stanthorpe to Wallangarra and return	Depart Stanthorpe 9am Arrive Wallangarra 10:30am Depart Wallangarra 1pm Arrive Stanthorpe 2:30pm Depart Stanthorpe 3:30pm Arrive Wallangarra 5pm Depart Wallangarra 9:15pm Arrive Stanthorpe 10:45pm

* This activity is to be sponsored by community/business/industry organisations.

Community Day using the Steam Train – Monday 22 October 2001

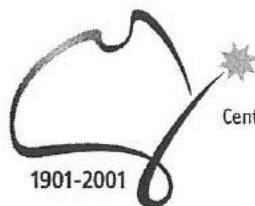
EVENT/ACTIVITY*	Timing
Steam Train and Carriages	Depart Stanthorpe
	Arrive Warwick

* This activity is to be sponsored by community/business/industry organisations.

Re-enactment and Official Function – Tuesday 23 October 2001

Event/Activity *	Timing
Train	Depart Stanthorpe 9:30am Arrive Wallangarra 11am Depart Wallangarra 2:30pm Arrive Stanthorpe 4pm
Master of ceremony	10:30am
Re-enactment	10:30am preparation Start 11am; finish 11:30
Welcoming Bands	10:30am to 11:30pm
Welcoming Guard of Honour	10:30am to 11:30am; 12 noon
Railway Station Opening	11:30am
IEAust Plaque	11:30am
Heritage Centre Opening and presentation of Art Prizes	11:45am
F111 fly over	12noon
Flag raising and National Anthem	12noon
Time Capsule	12:15pm
Time Capsule Contents	12:30pm
Opening of the Border Gates	12:45pm
Unveiling of the Border Survey Marker(s)	12:45pm
Official lunch	1pm 2:30pm

* The above is subject to official confirmation.



2001 Event Details

File Ref: 100/a

Organisation: Stanthorpe Shire Council

Project: Development of the Wallangarra Heritage Centre

2001 Event Type: What type of celebratory/opening event are you planning? Eg launch, street party, opening, etc.

A community event at Wallangarra, the site of the historic and significant Wallangarra Railway Station on the Border of Queensland and New South Wales, that helps our generation understand the true meaning of the part our Shire played in the birth of Federation through celebration and the re-enactment of the historic rail journey of Sir Henry Parkes from Brisbane to Wallangarra in 1889.

Are you already working with one of our Regional Events Coordinators?

Yes

If Yes, which Coordinator?

Anne Roylance

Date & Time: What date are you planning to hold this event?

1. Saturday 20 October 2001 – State to State at the Border Gate
2. Tuesday 23 October 2001 – Federation Ceremonial Event and Official Function – Sir Henry Parkes Rail Transshipping Re-enactment

At approximately what time will you hold this event?

1. 9am to 9pm, Saturday 20 October 2001
2. 9:30am to 2:30pm, Tuesday 23 October 2001

Venue:

At what address will this event be held?

Wallangarra Railway Station
Rockwell Street
Wallangarra

Description of Event

"State to State at the Border Gate" and the Re-enactment of Sir Henry Parkes transshipping at Wallangarra and formal functions can be summarised as celebration which:

- Highlight the re-enactment of the most important event that heralded Federation;
- Emphasis on the rivalry that existed between Queensland and New South Wales;
- Enables all members of the community to participate in a program of outstanding and relevant events through bringing the past alive in Rail, Sport, Cuisine, Song and Verse;
- Culminates in the official opening of the restored and refurbished historic Wallangarra Railway Station – a building of national significance; and
- Unveils the Centenary of Federation Heritage Centre in the Station.

Event Coordinator:

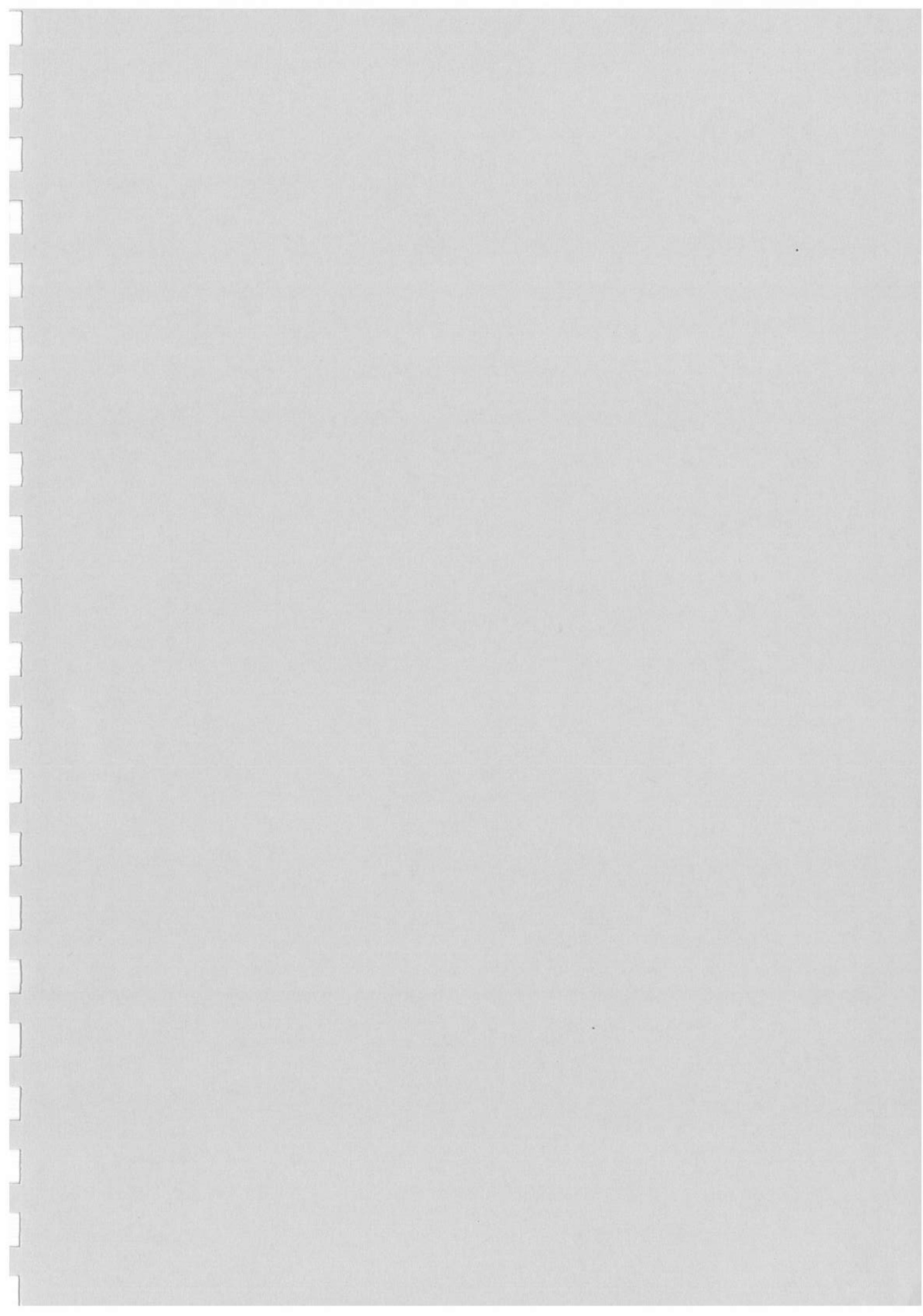
Who should we contact if we need further details?

Tom Knobel

What is the contact telephone number?

Ph: 4681-5528; 0419 741-329; Fax: 4681-4837; Email: tknobel@halenet.com.au

Please return this form by mail, fax or email by 18 August 2000.



**BORDER HIGHLANDS RAIL COMPANY
PTY LTD**

**WALLANGARRA/JENNINGS BREAK-OF-GAUGE
RAILWAY INTERCHANGE**

NOMINATION

FOR AN

INSTITUTION OF ENGINEERS, AUSTRALIA

HISTORIC ENGINEERING MARKER

14 September 2000

CONTENTS

1. NOMINATION FORM AND SUPPORTING EVIDENCE
2. SUPPORTING INFORMATION
 - 2.1 Introduction
 - 2.2 Statement of Significance
 - 2.3 Citation for Plaque
 - 2.4 Location of Site
 - 2.5 History
 - 2.6 Present Condition
 - 2.7 Statistical Details of Site
 - 2.8 Personalities
 - 2.9 References
3. ATTACHMENTS
 - 3.1 Letter from Queensland Rail
 - 3.2 Queensland Heritage Register Citation
 - 3.3 Report by Andrew Ward
 - 3.4 FIGURE 5 Layout of Interchange
 - 3.5 Allom & Lovell Architects – Conservation Plan

Figure 1. View of the Rail Interchange from the North in 1998



1. NOMINATION FORM AND SUPPORTING EVIDENCE

Nomination Form

NOMINATING BODIES (see attached)

Queensland Rail
GPO Box
Brisbane Q 4001
Contact: John Woolley, Ph. (07) 4639-3600; Mobile 0417 759-849; Fax. (07)

Border Highlands Rail Company P/L (covering letter)
PO Box 402
Stanthorpe Q 4380
Contact: Tom Knobel, Managing Director, Ph. (07) 4681-5528;
Mobile 0419 741-329; Fax. (07) 4681-4837

NOMINATED FOR

Historic Engineering Marker

NAME OF WORK

Wallangarra Break-of-Gauge Station Interchange

LOCATION

Latitude 28 55 28.7449; Longitude 151 55 48.9792
Parish of Tenterfield, County of Bentinck, Lot 1 of Crown Plan 849256 on the border at Wallangarra in Queensland and Jennings in New South Wales.
Locality: Wallangarra, Queensland.
Street address: Rockwell Street.

OWNER

Queensland Rail (QR), leased by Border Highlands Rail Company P/L (ACN 082 594 349).

ACCESS TO SITE

By permission of lessee.

FUTURE CARE AND MAINTENANCE

Border Highlands Rail Company P/L

NAME OF SPONSOR

Border Highlands Rail Company P/L

SUPPORTING EVIDENCE

NAME OF WORK

Wallangarra/Jennings Break-Of-Gauge Railway Interchange.

DATE OF CONSTRUCTION

Original station building, 1887 but additions were made to it subsequently.

PERIOD OF OPERATION

1887 - 1963.

PHYSICAL CONDITION

Please refer to SECTION 2.6 of the SUPPORTING INFORMATION.

ENGINEERING HERITAGE SIGNIFICANCE

Please refer to SECTIONS 2.2, 2.5 and 2.8 of the SUPPORTING INFORMATION.

RARITY

There are two other change-of-gauge stations in Australia.

REPRESENTATIVENESS

Custom designed and built.

CONTRIBUTION TO THE NATION OF REGION

Formed a hub around which the community of Wallangarra/Jennings grew.

CONTRIBUTION OF ENGINEERING

Excellent example of the application of engineering to a political/social/economic problem.

PERSONS ASSOCIATED WITH THE WORK

Please see SECTION 2.8 of the SUPPORTING INFORMATION.

INTEGRITY

Currently 100% original but some changes may be necessary before it is made available to the public.

AUTHENTICITY

Very high.

COMPARABLE WORKS

Other change-of-gauge stations.

STATEMENT OF SIGNIFICANCE

Please see SECTION 2.2 of the SUPPORTING INFORMATION.

CITATION

Please see SECTION 2.3 of the SUPPORTING INFORMATION.

ATTACHMENTS TO SUBMISSIONS

Listed separately.

PROPOSED LOCATION OF PLAQUE

Please see SECTION 2.6 of the SUPPORTING INFORMATION.

WALLANGARRA BREAK-OF-GAUGE RAILWAY INTERCHANGE

SUPPORTING INFORMATION

2.1 INTRODUCTION

One of the unfortunate legacies of Australia's colonial history is the vexing problem of the different gauges favoured by the railways in different States. Until the comparatively recent completion of the Sydney to Perth standard gauge transcontinental link, each State went its own way in the choice of rail gauge with each acting as though the neighbouring States hardly existed.

When railways were first mooted in Australia the continent was a collection of disparate colonies ruled from London. In the early 1850s New South Wales sought advice from Britain as to the best choice of gauge for a railway and the Secretary of State for the Colonies recommended the standard 4 ft. 8½ in. as adopted in Britain, Europe and the USA. However the chief engineer of the Sydney Railway Company, H. W. Shields, was an Irishman and he persuaded the company to change to the more extravagant Hibernian gauge of 5 ft. 3 in. Under the impression that this was to be the standard gauge of Australia, lines in Victoria, South Australia, and Tasmania, were planned and in some cases were even commenced on the broad gauge. Meanwhile, the Sydney company had over-ruled its chief engineer and reverted to the original advice of 4 ft. 8½ in., but without informing their southern neighbours who continued building their railways to the 'Irish' standard. Trouble was foreseen at an early stage but as there was no over-riding authority to compel standardisation, the tracks of conflicting gauge converged steadily towards the first inevitable clash and break in gauge which was at Albury, midway between Sydney and Melbourne.

Before Queensland commenced building its first railway in the early 1860s there were interminable discussions as to the gauge that should be used. As a result 3 ft. 6 in. was adopted and this gauge was also chosen by Western Australia, by Tasmania (which abandoned its broad gauge), by South Australia for a large network of secondary lines, and for the Northern Territory Railway running south from Darwin. As these railway systems of disparate gauges spread and eventually met each other Australia found itself with one of the most muddled collections of uncoordinated railway systems in the world. Thus a traveller from Brisbane to Perth, using the most direct route, set off on Queensland's 3 ft. 6 in., changed to standard gauge at Wallangarra to cross New South Wales, reverted to 3 ft. 6 in. across South Australia to Port Pirie, and then after a brief stretch of standard gauge in South Australia, crossed the Nullarbor Plain on the Trans Australian's standard gauge line before finally ending up on Western Australia's 3 ft. 6 in 1917.

Inconvenient enough as it was for the passengers, the breaks of gauge were disastrous when it came to freight traffic. Various systems of sidings and goods-handling equipment were developed at the transfer points but transshipment costs were high, making interstate freight prohibitively expensive and isolating the member States after Federation in 1901 almost as surely as if they had been a group of islands. Subsequently, standard-gauge through-lines were slowly constructed between the State capitals but the overall effect can be seen today in the small volume of internal traffic handled by the railways as a whole.

The importance of Wallangarra as a break-of-gauge station quickly declined after Brisbane was joined to the New South Wales system by a new standard gauge line in 1930. Passenger services ceased in 1972 when New South Wales withdrew its services north of Tenterfield but regular scheduled goods trains continued to run on the Queensland side until 1991. All that is now left of the interchange is the passenger station, a few minor buildings and the railway track on the Queensland side (Figure 2).

The place is included on the Queensland Heritage Register (File No. 601242).

2.2 STATEMENT OF SIGNIFICANCE

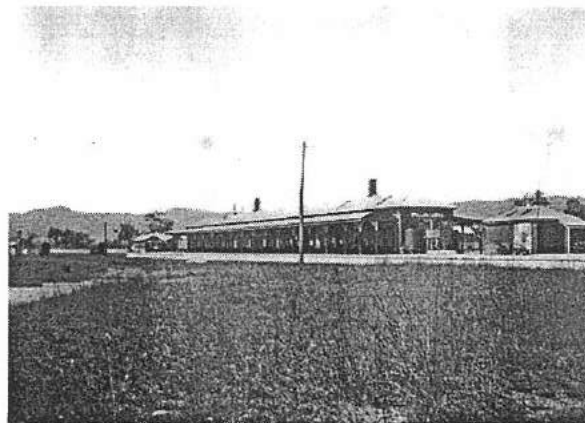
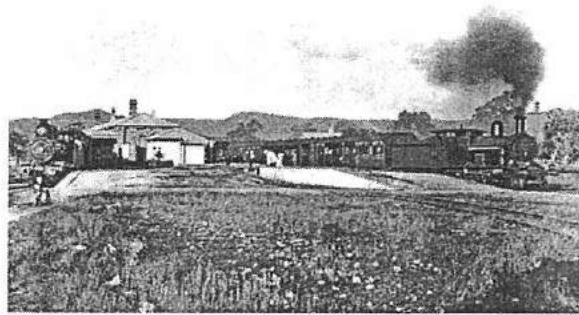
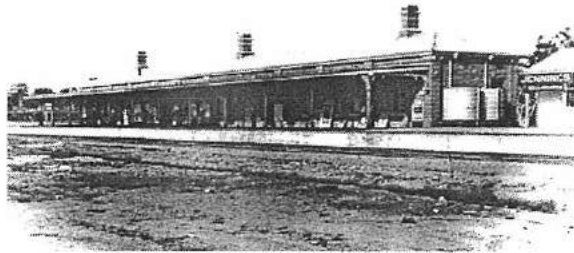
The Wallangarra break-of gauge railway interchange is significant because:

- It demonstrates how Australia's political structure isolated the individual colonies prior to Federation and discouraged inter-colonial trade (historic).
- It illustrates how engineering works were tailored to fit the requirements of the colonies (work integration).
- It illuminates the role of the engineer in providing the physical fabric necessary for supporting political and social systems (social).
- It demonstrates how late 19th century railway technology was used in Australia (technological).
- It is one of only three interchange railway stations in Australia (rarity, uniqueness).
- The railway station building is original (integrity, authenticity).

2.3 CITATION FOR PLAQUE

This interchange was opened in 1887 to overcome the different railway gauges adopted by Queensland and NSW. The Chief Engineers of the respective railway systems were Henry Stanley and John Whitton. Queensland's narrow-gauge trains used the western side of the station and NSW's standard-gauge the eastern. The passenger station is located in Wallangarra, Queensland and the goods facilities (now demolished) in Jennings, NSW. The value of the interchange declined with the opening of a standard-gauge link through Kyogle in 1930.

Figure 2. Wallangarra Passenger Station



2.4 LOCATION

The interchange is situated on the Queensland/New South Wales border (Figure 3)

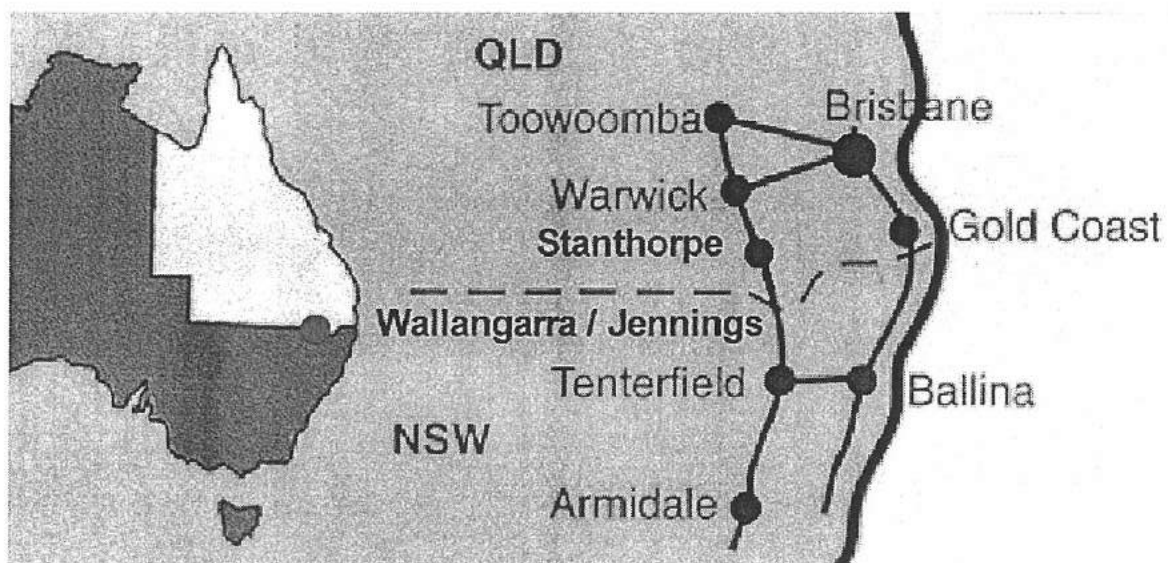
Latitude: 28 55 28.7449; Longitude: 151 55 48.9792.

Parish of Tenterfield, County of Bentinck, Lot 1 of Crown Plan 849256.

Locality: Wallangarra, Queensland.

Street address: Rockwell Street.

Figure 3. Location of Wallangarra



2.5 HISTORY

2.5.1 DESIGN

When Queensland separated from New South Wales in 1859 one of the first and most pressing tasks facing the government was the provision of efficient transport, particularly by spanning the Colony with a network of railways. The first railway, running from Ipswich to Grandchester was opened in 1865 and by 1867 the line had been extended to Toowoomba. Construction continued on the Western Line and by 1871 a branch line had also been constructed to Warwick. The discovery of rich deposits of alluvial tin further south led to the extension of the line to Stanthorpe, and in 1877 approval was given for its continuation to the Border with New South Wales.

Meanwhile the New South Wales government had found that the construction of a railway running from New England to the coast via the Clarence River was impracticable because of the unfavourable terrain, and it was apparent that a line from Queensland

across the Border to connect with the New South Wales railway system would attract traffic from New England besides giving Queensland a railway connection to Sydney. Surveys of the country between Stanthorpe and the Border in 1877 and 1878 led to the selection of a route that ran up Accommodation Creek between Ballandean and Lyra and across the Tableland through countryside dominated by huge granite boulders and broken spurs to the Border, meeting it at the junction of the Tenterfield and Ballandean Roads.

The New South Wales government favoured continuing the line southwards for a further 20 kilometres at a gauge of 3 ft. 6 in. to connect with the New South Wales system at the fine new terminus which its government had built at Tenterfield. The change-of-gauge yards (and thus all the additional employment) would then be in New South Wales. The Queensland government, on the other hand, wanted the change-of-gauge to take place on the Border where the two colonies would build and staff a substantial joint facility. Negotiations dragged on for some years, with final agreement in 1883 that the change-of-gauge facilities would indeed be at the Border but that the passenger railway station would be of a greatly reduced size and situated in Queensland. The change-of-gauge goods yards would be in New South Wales. A deviation to the line as it approached the Border on the Queensland side was drawn up so that the final approach would be from the north-north-east, placing the axis of the station almost due north and south, with Queensland territory lying to the west and New South Wales to the east (Figure 4). Queensland named its township Wallangarra and the New South Wales government chose Jennings for theirs, naming it after the first Catholic Premier of New South Wales.

2.5.2 CONSTRUCTION

On 10th March 1885 a contract was let for the 102 kilometres of track from Stanthorpe to the Border to a well-known Queensland railway contractor, Messrs George Bashford & Co. The date for completion was set at 1 June 1887 and Mrs Foxton, the wife of Colonel J.F.G. Foxton, M.L.A. turned the first sod in April 1885. Sub-contracts were let and the construction work proceeded apace. The sparseness of settlement along the route from Stanthorpe is illustrated by the fact that the extension ran through Crown Land for most of the way, only 22,662 hectares (which were probably on the outskirts of Stanthorpe) having to be resumed. The building of the Red Bridge, a lattice steel girder bridge of seven 15.240 metre spans over Quart Pot Creek, and the wooden bridge over Accommodation Creek with three 15.240 metre central steel spans called for much slow, arduous, manual labour as did the construction of considerable lengths of embankment because although explosives were used to loosen the quarry rock, manpower and horse-drawn drays were needed to remove it to wherever it was required. At Beverley (now Severnlea), Glen Aplin, Ballandean and Bald Mountain Porters' and Gatekeepers' cottages were built by a Stanthorpe contractor, Mr John Gould, at a cost of £1,260.00. A windmill was erected at Accommodation Creek to pump water from the Creek into a cast-iron tank fitted with a torpedo jib where it was available for the workers and for locomotive purposes. A siding and platform were added in 1888 and the windmill replaced by a Tangye steam pump. In 1899 the station was renamed Lyra after the constellation and it continued as a watering station until 1969.

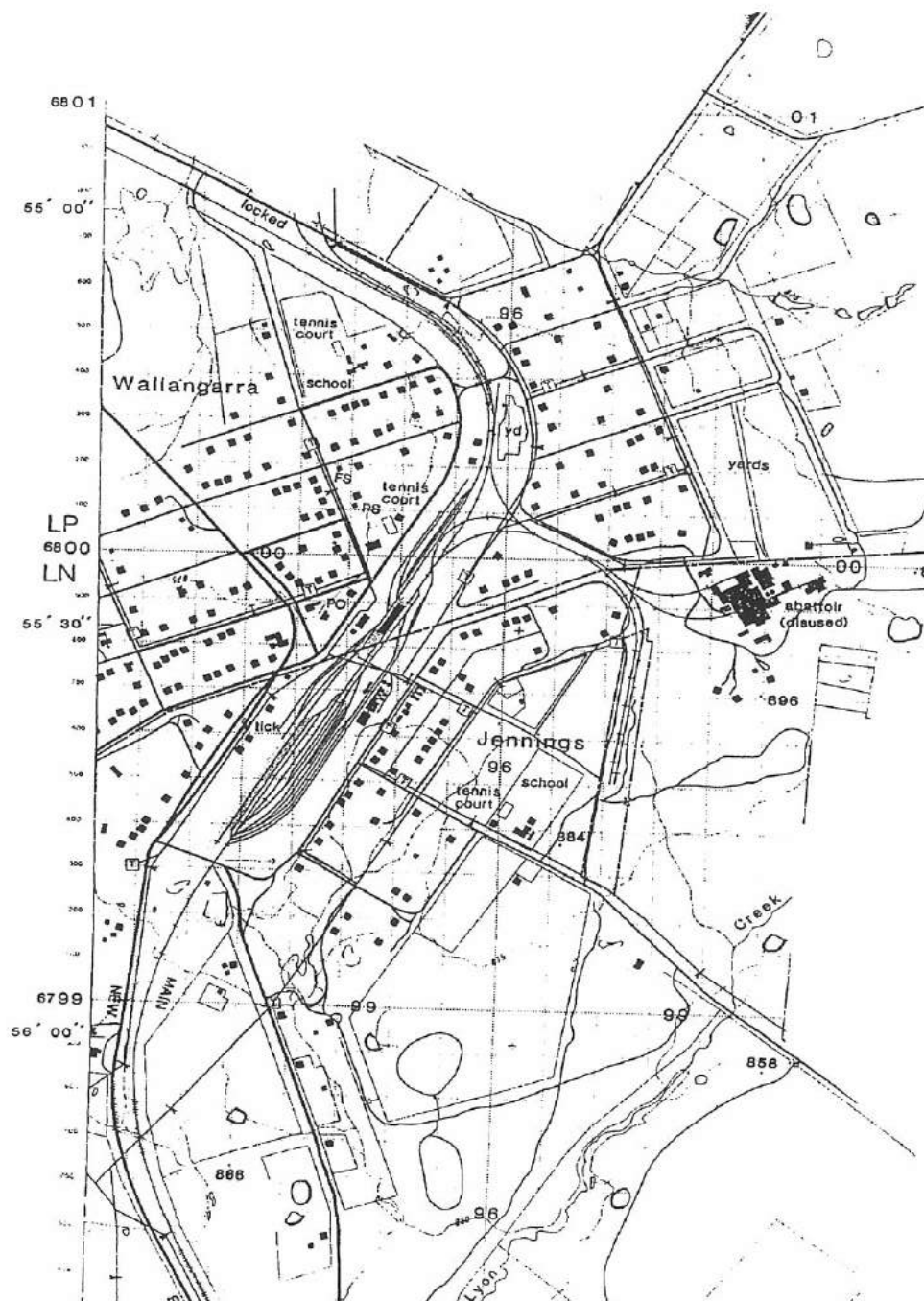
From an altitude of 702.56 metres at Lyra, the line climbed for thirteen kilometres through rocky country dominated by peaks and boulders until it reached Wallangarra at a height of 1,340 metres. The Queensland Railway Commissioner and his Chief Engineer, H.C. Stanley, inspected the line on 11th July 1885 and found that the work was going so well that they anticipated it would be finished ahead of the contract date. By November 1886 the bridges over Quart Pot and Accommodation Creeks were finished, most of the earthworks had been completed and nearly all the 60 lb rails had been laid. Temporary buildings were erected at the Border while awaiting final agreement with New South Wales, and a compromise was finally reached that a modest passenger station would be built in brick to an island platform design and located wholly in Queensland. The trans-shipment yards were to be in New South Wales. Uncertainty over the location of the various buildings must have been exasperating for the contractor, George Bashford, but he completed building the passenger station, a goods shed, a crane, and the station master's house well within the allotted time, in addition to relocating engine and carriage sheds from Stanthorpe.

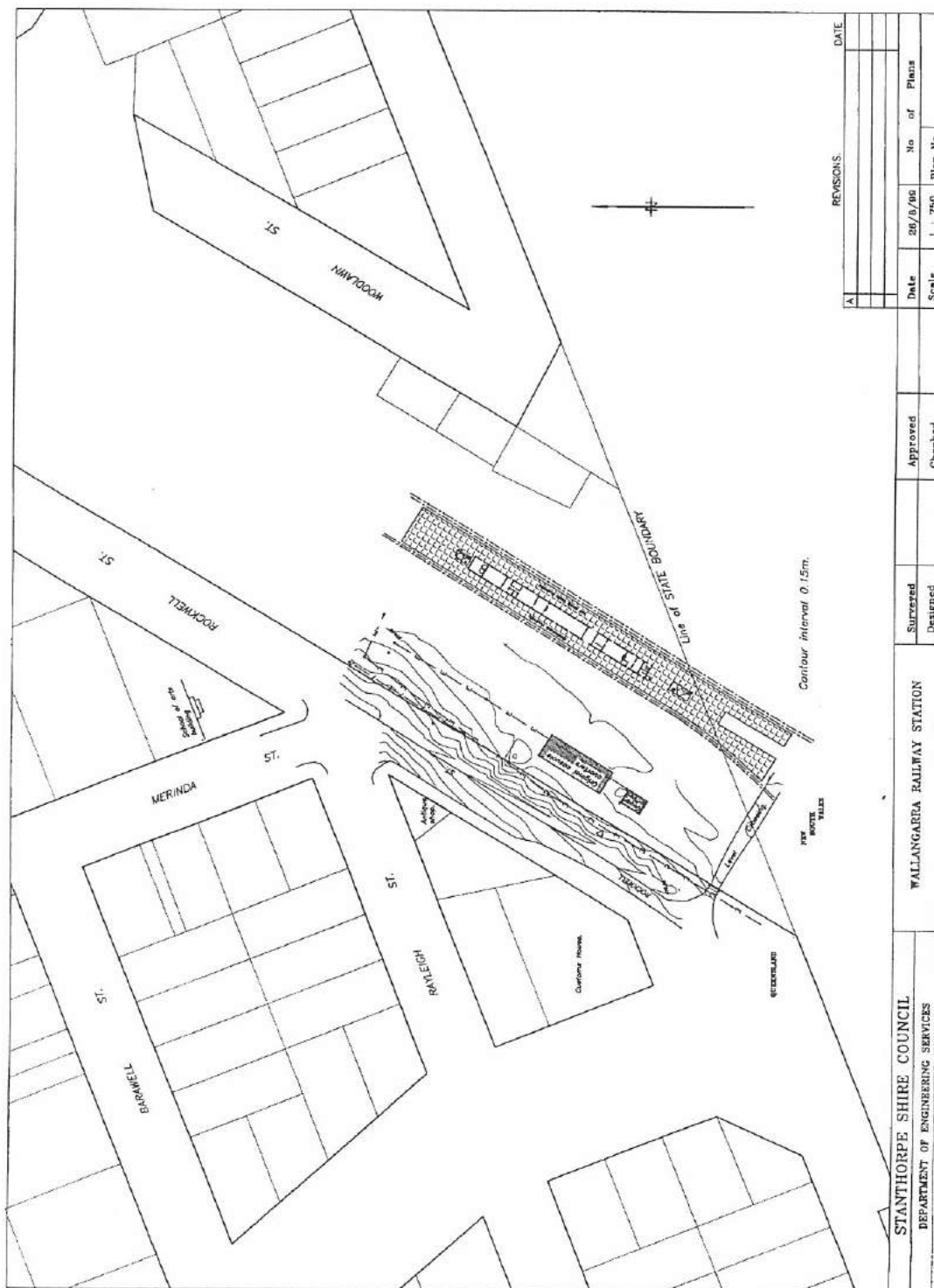
The extension was opened, apparently without ceremony on 14 February 1887. A post office had been opened in Wallangarra in 1885 but it was moved to the northern end of the platform and the stationmaster doubled as the post master, the first holder of the position being Mr Charles Freeman. The unusual arrangement continued until 1911 when the post office was moved into the town of Wallangarra. The station master also acted as customs officer for goods being imported or exported across the Border.

2.5.3 OPERATION

The station yard (Figure 5 - an attachment at end of submission) was interlocked after the New South Wales pattern and there was a common fork line with three rails for turning locomotives. A separate stage was constructed for transshipping goods, the facilities being enlarged about 1920 and again during World War 2. By the 1940's there were on the island platform employees and ambulance rooms, closets, and a horse dock in addition to the main station building which contained the refreshment rooms. To the west (in Queensland) were trucking yards, a goods office, an engine shed, a coal dump, a coal stage, a tool room, crew casual quarters and dining room, a frame tent, a library, and houses for the Assistant Station Master and the local ganger. To the east but also in Queensland lay the Station Master's house, a 25 tonne rail weighbridge, a lamp room, waitress' quarters and a footwarmer furnace. The trans-shipment yards were to the south of the passenger station in New South Wales and included the offices of the freight forwarding agents H.D. McMaster & Co., J.E. Long, Cramsie Dwyer & Co. and Donald Cross & Co. There were two produce sheds, J.E. Long's grain shed, the New South Wales stock inspector's quarters, driver's quarters, a fumigator room, a 10 tonne crane and two, long concrete-faced transshipment platforms. A carriage shed, a coal dump, loading banks, and fuel tanks were erected for servicing the New South Wales trains. To the north-east the locomotive turning triangle served also as a branch line to Anderson's Meat Works. Dual gauge sidings were provided for the Commonwealth Stores after Wallangarra became an important army base during World War II, and for the Wallangarra Abattoirs in 1951.

Figure 4. The Setting of Wallangarra





The train scheduling was arranged so that two passenger trains arrived from the South each morning after an overnight journey from Sydney and two from the North each evening after an all-day trip from Brisbane. This made the total time for the journey between Sydney and Brisbane considerably shorter than by sea. The services operated 5 days per week with only one service at the weekend. In 1884 a Travelling Post Office van was added to one of the daily trains which then became known as the "Sydney Mail". The Post Office van ran through from Brisbane as far as Stanthorpe and the mail train only stopped at the main stations, passengers for intermediate station being set down and picked up by "The Sweeper". With the introduction of the "Sydney Mail" the other service became less important and was generally mixed, combining goods with passenger accommodation. About 1894 the mail train timetable was accelerated and it then operated without much change until the introduction of the C 16 type steam locomotives in 1907, when two hours was cut off the time of the Up trip and three hours of the Down, with only eight stops between Brisbane and Wallangarra. New coaches were built for the line in 1910 and they incorporated all the best features of international prestige trains, including parlour cars with revolving chairs from which travellers could view the countryside. A small buffet, manned by the conductor, was included for light refreshments, but this facility was withdrawn in 1930. Station staff along the line were asked to water the platforms before the mail train arrived to avoid any dust nuisance to alighting passengers.

A study of the fluctuations in the passenger traffic through Wallangarra shows that it reflected the social, economic and meteorological conditions of the time. Initially, some 3,000 passengers were crossing the Border annually but this figure had doubled by the time of Federation. In 1918-19 there was a marked falling off due to the influenza epidemic that swept Australia but it was followed by a dramatic increase in both passenger and goods traffic in 1919-20 during the Maritime Strike. In 1929-30 the interstate traffic fell to its lowest for over ten years due to the Great Depression, followed by the opening of the standard-gauge line via Kyogle from New South Wales to Brisbane and, in the case of passengers, the beginnings of competition from airline services (see Table 1).

TABLE 1
PASSENGERS PASSING THROUGH WALLANGARRA BY TRAIN

YEAR	NUMBER OF PASSENGERS
1895	3 005
1901	7 862
1920	9 552
1930	4 962
1943	15 719
1963	1 100

Travel by train in the early days of the line, when it provided the newest and fastest means of transport, was not always comfortable. The Commissioner in 1887 reported, "When excursion trains are run at holiday time it has been found necessary to put seats in covered goods wagons to provide for the rush of passenger traffic, and though passengers submit to the inconvenience, they occasionally complain". Huddled on hard benches in draughty unlit wagons riding on laminated springs through a Granite Belt winter night with no footwarmers, one could hardly wonder if they complained occasionally! Passenger traffic in 1880 was good, and all the seats were often occupied. The "Border Post" in February of that year reported that a Mr and Mrs Weston were unable to obtain a seat but were happy to leave Warwick seated on the front of the engine with the cowcatcher acting as a footstool and the Station Master and Superintendent farewelling them.

The Refreshment Rooms served the public from the opening of the line until 1973 and were operated initially by the Railway Department. From 1959 until their final closure in July 1973, however, they were privately leased except for a short period in 1969 when control reverted to the Railway Department. An interval of half-an-hour elapsed between the arrival and departure times on the two sides of the Border, allowing passengers time to eat a three-course meal. Five minutes before departure time the guard walked along the platform ringing a large brass hand bell. At its peak the refreshment rooms employed a staff of 20 but with the opening of the Kyogle line the two trains per day were reduced to one and there was a dramatic fall in the number of meals served. They fell from 36,941 in 1929-30 to 5,680 in 1931-32.

Confident expectations of Wallangarra handling a large amount of goods traffic from the New England districts were confounded by the imposition of Border duties soon after the railway line reached Warwick. In 1891, New South Wales doubled its rail charges and Armidale fruitgrowers found it cheaper to send their produce to Brisbane by rail to Sydney and then shipping it by steamer rather than railing it direct via Wallangarra. The Railway Border Tax Act of 1893 was a disappointment in that it did not lead to the anticipated increase in wool transport but a local traffic developed in agricultural produce most of it being potatoes. In 1895-96, 520 tonnes of New South Wales potatoes passed through Wallangarra and in the year 1896-97 the quantity rose to 1,365 tonnes.

Border customs were removed with Federation, and the interstate agricultural trade grew steadily over the following ten years. As early as 1905 the Chief Traffic Manager of the Queensland Government Railways, Mr Dunbar, tried to arrange a fast interstate fruit train, but a New South Wales requirement of a guarantee of at least 100 tonnes at £5.00 per tonne brought negotiations to a halt. Nevertheless, fruit trains were introduced on a weekly basis in January 1919 and the fruit traffic was facilitated after 1921 by the extended transshipping yards. On one weekend in 1923 trains were recorded as leaving from Wallangarra for the South with 386 tonnes of fruit and by 1925 six interstate fruit trains were running weekly during the season. The total annual traffic grew from 6,000 tonnes in 1919 to 39,953 tonnes in 1925-26.

Mechanical aids for assisting in the trans-shipment of goods at Wallangarra were minimal. Initially a 2 tonne crane was provided, together with platform scales having a capacity of a little over 1 tonne but a 25 tonne wagon weighbridge was later installed together with a 10 tonne gantry crane. Most of the trans-shipments were carried out entirely by manual labour, the worst job being the bulk loading of trucks because most of the New South Wales trucks were of metal construction and much larger than the Queensland trucks which were generally constructed in wood in a variety of sizes. Trans-shipping agents were necessary to smooth out the inevitable delays. In 1963 Queensland took delivery of 300 new type bogie wagons which could be used on either standard or narrow gauge tracks by lifting the wagon, rolling out the bogies, and replacing them with bogies of the other gauge. However, only one Queensland station (Clapham near Brisbane) was equipped to handle such bogie changes because the small amount of traffic passing through Wallangarra by then did not warrant the expense of making another installation there.

The opening of the Kyogle line brought changes to the handling of fruit. Previously, wagons loaded with Queensland fruit for the South had been transhipped to New South Wales trains at Wallangarra, with the empties being used to rail Granite Belt fruit to the Brisbane markets. Instead, empty box wagons had to be sent to the Granite Belt to bring fruit into Brisbane. There were brief periods after World War 2 when Wallangarra again came into its own for handling goods. In 1950, for example, the Macleay River bridge was damaged and all goods traffic was diverted via Wallangarra, and again in 1955 when the lines via both Wallangarra and Kyogle were cut, the Wallangarra line became trafficable some 2 weeks before the Kyogle line. In 1966 wheat was exported via Wallangarra because of drought in New South Wales, 2 000 tonnes being despatched during the first week.

2.5.4 DECLINE

After World War II the mail train service was reduced first to four trains per week, then to three, and finally to two per week after a New South Wales economy drive. The advent of more powerful locomotives resulted in further small reductions in running times and there were more improvements when diesel locomotives came into service. The 1965 timetable showed a twelve minute reduction in the running time from Toowoomba to Wallangarra but, of course, all adjustments had to be made to fit in with the Southern timetables. The last steam locomotive to work the mail train from Wallangarra to Warwick was the BB18½ No.906 after which diesel-electric locomotives were used until the service was finally discontinued in January 1972 due to lack of patronage and the closure by New South Wales of the service between Wallangarra and Tenterfield.

In the case of the mixed trains, New South Wales cancelled the weekend service in 1930, and in Queensland the Sunday trains were temporarily terminated at Toowoomba until the service could be resumed with rail motors, in which form it continued until 1963. All traffic ceased on the New South Wales side in 1989 but regularly scheduled goods trains continued to run through to Wallangarra on the Queensland side until 1991, since when

the line has remained open for unscheduled services only. In 2000 the occasional heritage special makes the trip but on the New South Wales side of the station all the lines have been lifted as far as Tenterfield.

2.6 PRESENT CONDITION

Most of the buildings and structures have been removed from the site, the main feature remaining being the island passenger platform and its buildings. The railway layout has been reduced to a minimum and is in 3 ft. 6 in. gauge.

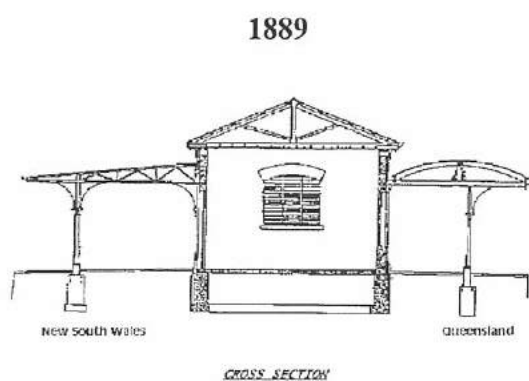
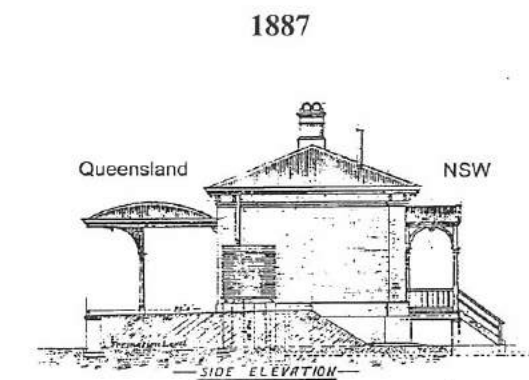
The main station building is constructed on a concrete floor, with cavity brick external walls, rendered internal walls and AC sheeted ceilings. The roof, which was rebuilt as a complete section after a fire in 1927, includes hoop pine roof trusses and framing with galvanised metal cladding and guttering. The most unusual feature is the platform awnings which are bull-nosed and built to Queensland designs on the western side and with a flat skillion section built to New South Wales designs on the eastern side (Figure 6).

The building displays a high standard of workmanship particularly in the roof framing which is hand-made with shaped king posts and webs, morticed and tenoned to the top and bottom chords. Running on top of the trusses are hoop pine perkins notched into the top chords, a practice, which kept the roofline perfectly flat.

The building has undergone several renovations, extensions and alterations during its life and the high degree of skilled workmanship employed has made it almost impossible to find break points or ascertain exactly what alterations took place when and to what effect. However, some of the later alterations are quite obvious and in some areas actually detract from the overall charm of the building. These will be removed or replaced under the supervision of a heritage architect. The building has been stripped of its fittings and the most pressing issue requiring immediate attention is the rising damp which is evident in all the walls. It would be cost prohibitive to restore the building to its original state but its heritage status will be preserved.

The site is currently under lease by the Border Highlands Rail Company Ltd from Queensland Railways and the station building will become the central feature of a heritage centre. It is proposed that the plaque be attached in a prominent position to the building.

Figure 6. Sections Across the Main Station Building



2.7 STATISTICAL DETAILS OF SITE

Total area of interchange, 18.575ha (Queensland 7.275ha; NSW 11.3ha).

Total area of rail track, 13.6km (Queensland 4.6km; NSW 9km).

Area of Railway Station and Platform, 2,960.91m².

Length of Railway Station, 85.4m.

Length of Platform, 177.3m.

Width of Platform, 16.7m.

Queensland platform - width, 4.67m; height 800mm.

New South Wales platform, width, 5.87m; height 1m.

Queensland rail gauge, 3'6".

New South Wales rail gauge, 4'8½".

Queensland Platform roof structure, bull-nose.

New South Wales Platform roof structure, flat skillion.

Ceiling height in Railway Station, 4.3m.

Number of chimneys, 2.

2.8 PERSONALITIES

Queensland Railway Commissioner – Francis Curnow

Chief Engineer, Queensland Railways – Henry Stanley

Chief Engineer, NSW Railways – John Whitton

Wallangarra Station building contractor – George Bashford

2.9 REFERENCES

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Reports of the Commissioner for Railways (Brisbane: By Authority).

3. ATTACHMENTS

Letter from Queensland Rail

Queensland Heritage Register Citation

Report by Andrew Ward

FIGURE 5. Layout of Interchange

Allom & Lovell Architects – Conservation Plan



Deputy Chief Executive's Group
Property

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Floor 8 APN House
300 Ann Street
Brisbane Qld 4000

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07 3235 1229

Facsimile
07 3235 2429

E-Mail
tomk.smith@qr.com.au

Our Ref: CPM/550/210(5/P4)

Mr Richard Moore
Executive Director
The Institution of Engineers (Aust)
Engineering House
447 Upper Edward Street
BRISBANE QLD 4000



Attention: Mr Bill Oliver, Heritage Panel

Dear Mr Oliver

WALLANGARRA RAILWAY STATION

I write on behalf of Queensland Rail in support of an application for the Wallangarra Railway Station to be recognised by the Institution of Engineers by the application of an 'Engineering Marker'.

Mr Tom Knobel of the Border Highlands Rail Company has worked diligently since the original project was referred to QR, to achieve recognition for the site and the Station building as a significant part of the history of Queensland.

It is not only an important link in the 'heritage' of the Queensland railways, but also a unique engineering feat in the link between the NSW standard gauge and QLD narrow gauge rail networks.

The Wallangarra rail 'precinct' has the potential and capacity to grow and be recognised as a true 'gateway' to Queensland on the New England Highway route, and also be reflected as the first stop in QR's 'Heritage Trails' network.

QR is fully supportive of the project being undertaken in relation to the restoration and redevelopment of Wallangarra.

With this in mind, I endorse and support the nomination by Mr Knobel for the attachment of a plaque by the Institution of Engineers. It is anticipated that the unveiling of the marker should occur as part of celebratory events in October 2001.

Please feel free to contact Tom Smith on the phone number shown above should you wish to discuss the matter further.

Yours faithfully



John Woolley
Manager Property

28 September 2000



BORDER HIGHLANDS RAIL COMPANY PTY LTD

ACN 082 594 349

Name Wallangarra Railway Station and Complex

Former/Other Name

Location Woodlawn Street, Wallangarra.

RPD Lot 1 on CP 849256 Parish of Tenterfield, County of Bentinck.
(Station, Station yards, railway complex and part of turning triangle),
Lot 162 on BNT 1561 & Lot 248, 249 on BNT 1725 & Lot 2, 3 on RP
150240< 10600106>), Parish of Tenterfield, County of Bentinck,
(Balance of turning triangle), Lot 224 on BNT 1725, Parish of
Tenterfield, County of Bentinck. (Former Station Master's residence)

Local Authority Stanthorpe Shire Council

AMG Map Sheet

Grid

Present tenure (Lot 1 on CP 849256, Lot 162 on BNT 1561, Lot 248 & 249 on BNT
1725 & Lot 2, 3 on RP 150240< 10600106>), Facilities Manager
Freight (South West) Queensland Rail, GPO Box 1429 Brisbane Qld
4001.
(Lot 224 on BNT 1725) Neville H & Margaret R Mills, 19 Smith
Street, Stanthorpe, Qld, 4380.

Listing boundary

Other listings See attached map

Heritage Significance

Wallangarra Railway Station is a place of cultural heritage significance and satisfies one or more of the criteria in s.23(1) of the Act as evidenced by, but not exclusive to, the following statement of heritage significance, based on **Criteria a, b & d:**

Wallangarra railway station, associated trackwork in the railway yard and ancillary railway buildings situated at Wallangarra on the border of Queensland and New South Wales are important in demonstrating the pattern of transportation and communications in Queensland's history. In particular it demonstrates the pre-eminence of rail transport in the nineteenth and early twentieth century in Australia. The station building and yardwork was the response to the meeting between two separate colonial railway systems at a border using separate railway gauges. They demonstrate the inter-colonial rivalry with regard to railway gauges, which continued from the end of the nineteenth century, until major rail standardisation between the systems began in the 1960's.

It is a rare complex of its type, being especially comparable nationally with Serviceton on the Victoria/South Australian border (1888) in terms of its construction date, large size and redundancy. It compares also with other late Victorian border stations at Albury and Wodonga.

The station building and Station Masters residence are uncommon in Queensland as being constructed of masonry which demonstrates the NSWGR influence.

History

The Southern Line was extended from Stanthorpe to Wallangarra on 4 February 1887 almost a year prior to the completion of the NSWGR line from Tenterfield to Wallangarra on 16 January 1888, thereby opening an inter-colonial link between Brisbane and Sydney. Temporary buildings were first erected with the permanent buildings being erected from 1887 to 1890.

The first section of the Southern and Western Railway had opened between Ipswich and Bigges Camp (Grandchester) on 31 July 1865. The railway was constructed to link the pastoral areas of the Darling Downs, with the head of navigation on the Bremer River at Ipswich. The Southern and Western Railway was progressively extended to reach Toowoomba in April 1867, following completion of the Main Range section of the railway. Further westward extension of the line completed the Ipswich-Dalby line in 1868.

A line serving the southern part of the Darling Downs to Warwick, to be built in two sections was approved by Parliament in 1865. However major financial difficulties for the colony saw that the line was not completed to Hendon until 1869 and through to Warwick until 1871. An indirect route from Ipswich was chosen branching off the western line near Gowrie, and running south via Westbrook, to save on construction costs.

The discovery of tin south of Warwick at Stannum Creek, and around present day Stanthorpe, in 1871 encouraged a rush of miners to the area. The first agitation for an extension came from miners and people on the tin fields wanting closer communication with Brisbane and its port. A large amount of goods was also transported over the inter-colonial border and shipped from Northern New South Wales, whilst ore was also treated at a special smelter built in Brisbane. It was hoped that railway communication with Brisbane would secure this traffic for Queensland.

A trial survey was run out from Warwick to Stanthorpe in 1873, however the difficulties that would be experienced in construction of such a line through the Granite Belt, and its attendant cost forestalled further action. Two more surveys were completed in 1876 and 1877, and importantly these surveys continued beyond Stanthorpe through to Queensland/New South Wales border. Construction from Warwick to Stanthorpe was approved in August 1877. The section from Warwick-Stanthorpe was divided into two sections and work commenced in 1878 being completed in 1881.

Parliament approved plans for extension of the line southwards from Stanthorpe to the Queensland-New South Wales border in 1884 via Ballandean. New South Wales had proposed that the Queensland main line be extended beyond the border to Tenterfield (a distance of 20 kilometres). This suggestion had originally met with support from the Brisbane business community, as well as the New South Wales government. However the Queensland Parliament chose to create the break of gauge location at the colonial border. The transshipping station and yards would lead to the creation of two townships on the border, Jennings on the New South Wales side and Wallangarra on the Queensland side. The border township of Wallangarra had been described in 1885 as being of "quite a pretentious appearance consisting of butchers, bakers, blacksmiths and with an aerated water factory."

The New South Wales government had agreed with great reluctance to the extension of the line to the Queensland border. The contract for extension of the railway to the border 25 miles 19 chains- (42 kilometres) was let to the railway contractors George Bashford and Company in 1885 for £ 140, 885.8.2 , completion date being June 1887. The New South Wales government initially rejected the plans proposed by Queensland for Wallangarra station costing £ 28,000 as being too expensive. The decision was taken by the Commissioner for Railways on 18 November 1886 for a smaller station to be constructed wholly on the Queensland side of the border at a cost of £ 6 000.

Temporary station buildings were constructed until the completion of the permanent station platform in 1886. On 14 February 1887 the railway line was opened to the border, subject to a final decision on the break of gauge point. The platform and station yard layout was designed to incorporate the eventual extension of the New South Wales standard gauge lines to the border. A contract for the building of a station master's residence, goods shed, and removal of the carriage and engine sheds from Stanthorpe to Wallangarra was let in 1887 to George Bashford and Company. The contract was let for £ 2509. On 26 February 1887 the contract for the passenger station was let to George Bashford and Co. for £1741.

Previously the *Stanthorpe Border Post* had described Wallangarra as having a very fine platform but the buildings were "ludicrously inadequate", as being temporary constructions, consisting of a shed "as large as two boxes". In February of 1887 a meeting had been held in Wallangarra to support the retention of the break of gauge point at the border, and not at Tenterfield as was being proposed. The Queensland /New South Wales border forms part of the fenceline for the Station Masters property. The station master's residence was unusual for a Queensland station residence was constructed in brick. A Post Office was opened in the station in March 1887

The station was built on an island platform, with station awnings on both sides. The Queensland side awnings (western platform) being to Queensland design patterns and that on the standard gauge side (eastern platform) being built after New South Wales pattern. The New South Wales government completed its railway line to the border station in January 1888. The New South Wales awnings were not constructed until 1890. Both colonies had name boards in their usual style, the Queensland one having a hyphenated nameboard (Wallan-Garra), whilst New South Wales substituted with Wallangarra. The original station building occupies the present southern section, and consisted of office, lobby, store and closets. The booking office also served as the customs office and general waiting room as well as the Station Master's office. In 1892 drawings were prepared by Henrik Hansen for a new bar, dining room, Refreshment Room female staff (girls) bedrooms and kitchen.

By 1884 the train travelling between Brisbane and Stanthorpe had been referred to as a "Mail" train running with a Travelling Post Office. The opening of the inter-colonial line saw the introduction of a regular train service between Sydney and Brisbane, the "Sydney Mail". 26 Up (Sydney Mail) and 37 Down (Brisbane Mail) were the premier service of the era. The timetable was improved in 1894 and remained unchanged until 1908, when a more powerful locomotive C16 class was introduced. In 1923 a new and heavier Sydney Mail train was constructed consisting of nine carriages including a parlour car based on an observation platform at the rear of the train, to be hauled at what was at that time the most powerful locomotives on a narrow gauge in Australia.

In 1921 the Federal Royal Commission into Standard Gauge had recommended that the mainland states and the Commonwealth commit themselves to providing a uniform railway network linking the capital cities of Australia with a common gauge. As part of the standardisation of the disparate gauges, a new link between Sydney and Brisbane via Kyogle was identified as being a central element. Queensland in 1924 passed the *South Brisbane Kyogle Grafton Act* committing itself to the construction of a new standard gauge railway from South Brisbane to the border with New South Wales. New South Wales for its inclusion in the agreement between the Commonwealth and Queensland demanded a bridge over the Clarence River at Grafton and the upgrading of the Kyogle branch. The Commonwealth Government provided half the funding for the project. The interstate standard gauge railway line between Kyogle and South Brisbane opened in 1930. The importance of the Toowoomba-Wallangarra southern line diminished, as the new link via northern New South Wales and the Richmond Gap into Queensland did not involve a change of trains at a border station.

During the time of the Second World War the strategic importance of Wallangarra was vital in providing an inland transshipment and staging point during the defence of Australia. Large numbers of workers were employed to tranship goods in the New South Wales section of the yard. The extensive yard and station complex at this time consisted of the station building, closets and horse dock at the southern end of the station platform (the border dock). Refreshment Room staff and ambulance quarters were situated at the north end of the platform. On the western (QGR) side was a goods office, casual crew quarters with dining room, frame tent and library. To the north-east an engine shed was situated, reserve coal dump, locomotive coal stage, tool room, ASM's residence (1919), ganger's residence (1919) and trucking yards. On the east side (NSWGR platform) was the Station Master's residence (1887), 25 ton weighbridge, lamp room, waitresses quarters and the footwarmer furnace. Quarters were also provided for laundresses. Most of these ancillary buildings are now removed.

The last Sydney Mail (26 Up) ran on 29 January 1972, and the Brisbane-Wallangarra service was withdrawn as of 1 February 1972. The Wallangarra Refreshment Rooms closed to the public on 5 August 1973. The Refreshment Rooms were demolished in 1975. With the cessation of passenger services on the Queensland side of the border, the line reverted to a goods only basis. With the continuing decline of Wallangarra the decision was taken in 1984 to abolish one of the two positions of Assistant Station Master. The line between Tenterfield and Wallangarra on the New South Wales side of the border was closed to traffic in 1989. The line northwards of Guyra in New South Wales, and then Armidale was progressively mothballed by the State Rail Authority. In March 1994 the Assistant Station Master's and Ganger Residences at Wallangarra were sold. The Station Master's residence was sold in 1994-5, and the Station Officer withdrawn in 1995. The Southern line south of Warwick was threatened with closure in 1993-4, but the link was retained due to community protest, and a twice weekly goods service was still operated. In recent times trains have only been run on an as required basis, and all station staff withdrawn leaving Wallangarra as an unattended station.

Description

The station building consists of a long double sided single storey hip roofed brick station with cast iron verandahs after the style of an NSWGR building of the period with the exception of

the Brisbane platform which has a cast iron curved shade similar to South Brisbane and Emerald stations. A small-stock slaughtering yard consisting of high-walled brick for the Refreshment Rooms adjoined the station building. The New South Wales side awning was built in 1890, and is sheeted with flat raked iron. Brackets and columns were cast by the Toowoomba Foundry. The elevations now overpainted, have pilasters at regular intervals with archways marking the location of the original lobby. Internally space was provided for offices and a large kitchen, dining room, bar and bedrooms for Refreshment Rooms staff.

The offices are located to the south of the present ticket lobby with refreshment rooms and post office now vacated to the north where there is also an enclosed yard (slaughtering yard). The refreshment room fittings have been removed. The station platform features a two road horse dock platform at its southern end. The Queensland/New South Wales border diagonally crosses the platform approximately 2 metres to the north of the horse dock platform.

The Station Master's house faces the Sydney platform and is constructed of brick adopting QGR forms and details. It is an asymmetrical villa, being constructed in a L shape with faceted bay in the projecting wing, posted verandah (reconstructed), stuccoed quoins and decorative brackets to the gable ends, and prominent chimneys.

To the west of the station are two buildings identified by Ward in his survey as being the Locomotive Inspector's quarters and running men (crew) quarters.

Process: Pursuant to the provisions of the Queensland Heritage Act 1992, the Heritage Council has formed the opinion that this is a place of cultural significance which satisfies one or more of the criteria for provisional entry in the Heritage Register and that it is possible for the cultural heritage significance of the place to be conserved.

The decision of the Heritage Council is recorded in the minutes of the Council meeting of 26 June 1998.

Pending the resolution of objections received following the listing, the place remains as a provisional entry in the Heritage Register.

Note: This document has been prepared on the basis of current information, and assessed under the criteria in the Queensland Heritage Act. This document may be reassessed if further evidence becomes available. The statement of significance specifies the most important heritage values of the place. The purpose of this document is to provide an informed evaluation for heritage registration. This does not negate the need for a thorough conservation study by a qualified practitioner, or Cultural Heritage Branch consultation, before any action is taken which may affect the significance of the place.

ANDREW WARD
Architectural HistorianRAILWAY HERITAGE PLACE RECORDING FORM

WALLANGARA railway complex

Location: Rockwell St., Wallangarra,
358.49km from Roma St at terminus of Southern line, on New South
Wales border.

L.G.A.: Stanthorpe

AMG ref: SH56-2 Ed.1 Warwick 396799

History of Place: The line between Stanthorpe and Wallangara was opened on 4.2.87 almost a year prior to the completion of the NSWGR line from Tenterfield to Wallangara on 16.1.88, thereby opening an intercolonial link between Brisbane and Sydney. Its completion coincided with the peak of the economic boom which was to crash by 1892. Agreement was sought between the colonial governments to share the cost of permanent buildings, a factor which presumably led to its extraordinary design which borrows from the vocabularies of both NSWGR and QGR architects with an overall leaning to the former.

George Bashford, who also built the Southport/Nerang extensions and the Stanthorpe to Wallangara line, signed a contract for the construction of the SM's house, goods shed, station building and relocation of the engine and carriage shed from Stanthorpe in 1887¹

The original station building occupies the present southern section. It consisted of office, lobby, general waiting room, ladies' room and closets and is now occupied by the lobby office, ?, store and closets (rebuilt).² By 1889 the booking office served as the customs office and the general waiting room as the office/SM's office. In that year John Gould signed a contract for the construction of additions consisting of gentlemen's waiting room, bar, dining room and kitchen.³ In 1892⁴ drawings were prepared by Henrik Hansen for a new bar, dining room, girls' bedroom and kitchen and in 1918⁵ for a further (?) extension to the refreshment rooms. In 1920⁶ the refreshment rooms were presumably expanded to their present configuration and in 1927, the existing rooms were re-arranged⁷. A post office was provided at the north end. The engine sheds were expanded in 1917⁸ and a grain shed built in 1918.⁹ An asm's house and camping quarters followed in 1919¹⁰

On 27.9.30, the standard gauge interstate line from Sydney to Brisbane was opened. It was to have an adverse effect on the earnings of the earlier line through Wallangara although the line was of strategic importance during World War II.

ANDREW WARD
Architectural Historian

By the c.1940's ¹¹ the extensive complex at Wallangarra included the station building, closets and horse dock at the platform with refreshment room employees and ambulance rooms at the north end of the platform. To the west (QGR side) was a goods office, casual quarters with dining room, frame tent and library. To the north-east there was an engine shed, coal dump, coal stage, tool room, asm's house, ganger's house and trucking yards. On the west side was the sm's house, 25 ton rail weighbridge, lamp room, waitresses' quarters and a footwarmer furnace. The goods yard was to the south with freight forwarding agents' (?) offices occupied by H.D. McMaster and Co., J.E. Long, Cramsie Dwyer and Co. and Donald Cross and Co. There were 2 produce sheds, J.E. Long's grain shed, the NSW carriage shed, 10 ton crane, fumigator room, 2 long concrete faced transshipment platforms, a coal dump, loading banks, petrol tanks, NSW stock inspector's quarters and a driver's quarters. A forklift to the north-east served Anderson's Meat Works. A dining room and change room for shunters was built in 1951 ¹² and a 5 ton gantry crane erected in 1942. ¹³ The Sydney Mail was withdrawn on 1.2.72. and the offices demanned in 1995. The SM's house has been sold. ^(14.)

Description of Place:

station building	1	goods shed	-
footbridge	-	crane	-
water tower	-	weighbridge	-
house	several	trucking yards	-
other	diamond crossing		

The station building is a very long double sided hip roofed brick station building with cast iron verandahs after the style of an NSWGR building of the period with the exception of the Brisbane platform which has a cast iron curved shade similar to South Brisbane, Emerald and others now demolished. The elevations, now overpainted, have pilasters at regular intervals and there are archways marking the location of the original lobby.

The offices are located to the south of the present ticket lobby with refreshment rooms and post office, both vacated, to the north where there is also an enclosed yard. The refreshment room fittings have been removed.

The SM's house faces the Sydney platform and although of brick adopts QGR forms and details, comparable with the SM's house (1878) and engineer's offices (1878) at Maryborough. It is an asymmetrical villa with faceted bay in the projecting wing, posted verandah (reconstructed), stuccoed quoins and decorative brackets to the gable ends. The other houses have not been inspected.

Buildings immediately west of the platform identified verbally on site as the inspector's quarters and running men's quarters are contributory.

There is a diamond crossing (not inspected) with the former NSWGR standard gauge line to the north of the station building.

ANDREW WARD
Architectural Historian

Condition: Sound

Integrity:

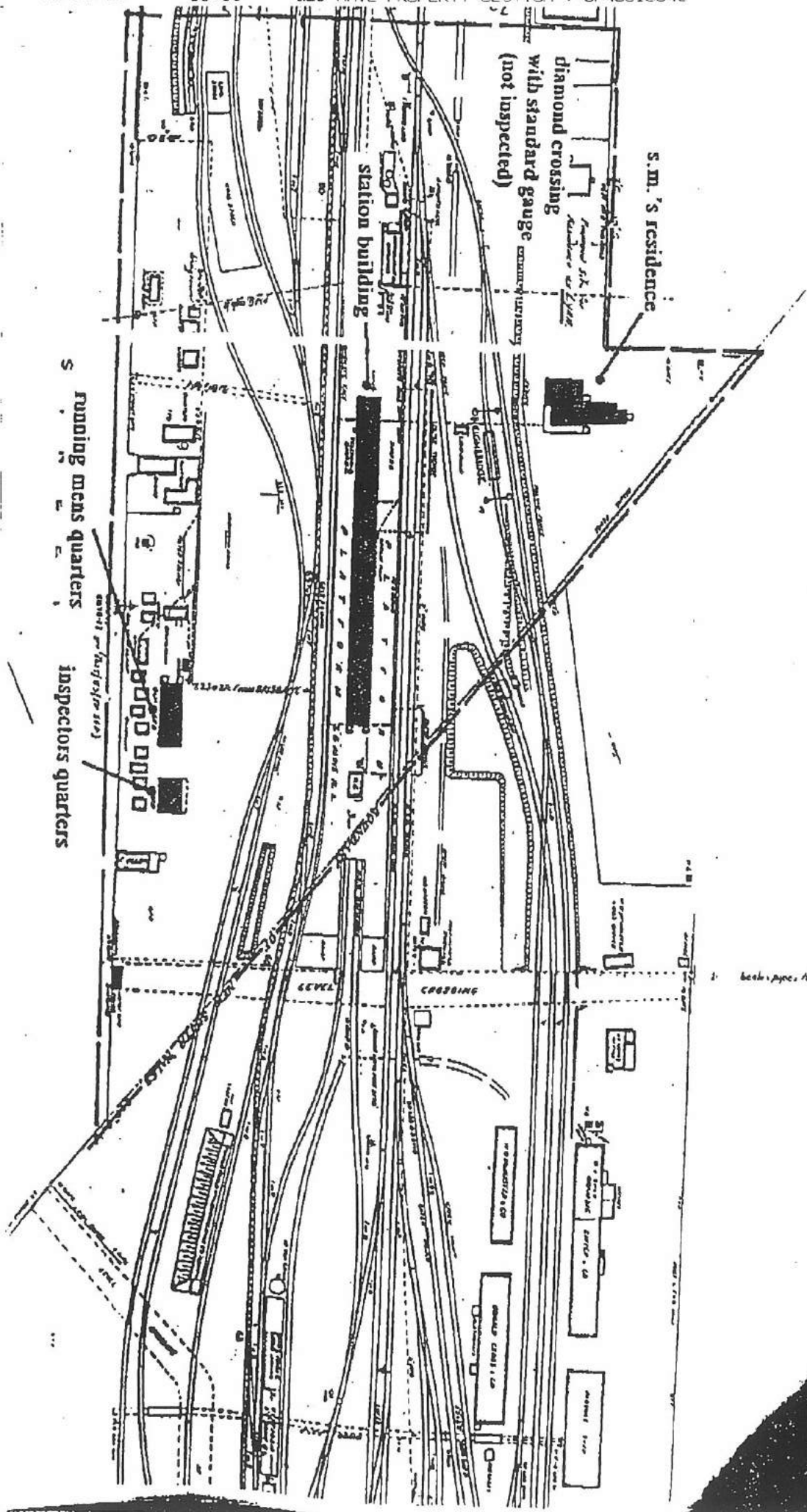
Significance: The Wallangara railway complex is extraordinary in that it forms the key element of a border township established with the railway and now highly evocative of a past way of travel, particularly intercolonial travel, (criterion a). It is a rare complex of its type, being especially comparable nationally with Serviceton on the Victorian/South Australian border (1888) in terms of its construction date, large size and present level of redundancy. It compares also with other late Victorian border stations at Albury and Wodonga, (criteria b and d). It is an unusual building in Queensland on account of its brick construction and the manner in which it demonstrates NSWGR influence. The underground fuel tank (not inspected) may have had strategic importance during the World War II period (criterion a) and be a rare surviving structure of its type (criterion b), comparable with the surviving depot at Yarraman.

References:

1. CR1887, p102 in Kerr, J., Vol. 2 p4-85
2. L2399: 24.1.87 (contract date)
3. CR 1890, p.44
4. Drwg 1296 (HH): 20.6.92
5. K1294: 7.5.18
6. K2591: 27.4.20
7. Plan filing card
8. K2010: 29.3.17
9. K2251: 26.8.18
10. K2406: 19.6.19 (camping quarters)
K2340: 27.2.19 (asm's cottage)
11. S905
12. Note to S905
13. Idem
14. Q.R.

11/95

Revised: 12/96



1. bench paper M11101